Monday,
13th August, 1956

LOK SABHA

DEBATES

VOLUME VI, 1956

(13th August to 8th September, 1956)

THIRTEENTH SESSION, 1956

(Vol. VI contains Nos. 21—40)

Lok Sabha Secretariat
NEW DELHI

465 LSD.—113.

CONTENTS

(*Part I—Vol. VI—Nos. 21 to 40—13th August to 8th September, 1956*)

COLUMNS

No. 21—Monday, 13th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 994 to 1004, 1006 to 1008, 1010 to 1012, 1015, 1016, 1018, 1019, 1021, 1021, 1025 and 1026 . . . . . 1131—60

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1005, 1009, 1013, 1014, 1017, 1020, 1023, 1024, 1027 to 1029, 1031 to 1049 . . . . . 1160—73

Unstarred Questions Nos. 604 to 611, 613 to 652 . . . . . 1173—90

DAILY DIGEST . . . . . 1191—94

No. 22—Tuesday, 14th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1050, 1051, 1053, 1054, 1056 to 1058, 1060, 1061, 1064, 1065, 1067, 1068, 1071 to 1075, 1077 to 1079, 1081 . . . 1195—122 3

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1052, 1055, 1059, 1062, 1063, 1066, 1069, 1070, 1076, 1080, 1082 to 1113, 777 . . . . . 1223—43

Unstarred Questions Nos. 653 to 679 . . . . . 1243—52

CORRECTIONS OF ANSWERS TO QUESTIONS . . . . . 1253—54

DAILY DIGEST . . . . . 1255—58

No. 23.—Thursday, 16th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1114, 1116 to 1120, 1122 to 1128, 1132 to 1138, 1140, 1142 to 1144, 1147 . . . . . 1259—89

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1115, 1121, 1127, 1129 to 1131, 1139, 1141, 1145, 1146, 1148 to 1161 . . . . . 1289—1300

Unstarred Questions Nos. 680 to 730 . . . . . 1299—1330

DAILY DIGEST . . . . . 1331—34

No. 24 —Friday, 17th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1163 to 1169, 1171, 1172, 1174 to 1184 . . 1335—62

Short Notice Questions Nos. 9 and 10 . . . . . 1362—64

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1162, 1170, 1173, 1185 to 1191, 1193 to 1203 . 1365—73

Unstarred Questions Nos. 731 to 739, 741 to 769 . . . . . 1373—86

DAILY DIGEST . . . . . 1387—88

NOTE—The Sign† marked against a name indicates that the Question was actually asked on the floor of the House by that Member.

COLUMNS

No. 25—Monday, 20th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1208, 1211, 1214, 1216, 1217, 1219, 1224, 1225, 1228 to 1234, 1237 to 1240 and 1244 . . . . . 1389—1416

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1204 to 1207, 1209, 1210, 1212, 1213, 1215, 1218, 1220 to 1223, 1226, 1242, 1243, 1245 to 1253 . . . . . 1416—26

Unstarred Questions Nos. 770 to 805, 807 . . . . . 1426—42

DAILY DIGEST . . . . . 1443—46

No. 26—Wednesday, 22nd August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1254 to 1256, 1258 to 1260, 1262, 1263, 1265, 1267, 1269 to 1272, 1274, 1275, 1278 to 1280 . . . . . 1447—76

Short Notice Question No. 11 . . . . . 1476—79

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1257, 1261, 1264, 1266, 1268, 1273, 1276, 1277, 1281 to 1291, 1293 to 1300, 1192 . . . . . 1479—89

Unstarred Questions Nos. 808 to 820, 822 to 855 . . . . . 1489—1508

DAILY DIGEST . . . . . 1509—12

No. 27—Thursday, 23rd August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1301 to 1305, 1307, 1311, 1312, 1316, 1313, 1319, 1322 to 1325, 1327, 1340, 1329 to 1332 . . . . . 1513—39

Short Notice Question No. 12 . . . . . 1539—42

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1306, 1309, 1310, 1314, 1315, 1317, 1318, 1320, 1321, 1326, 1328, 1333 to 1338, 1341 and 1342 . . . . . 1542—49

Unstarred Questions Nos. 856 to 884 . . . . . 1549—64

DAILY DIGEST 1565-66

No. 28—Friday, 24th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1343 to 1348, 1350 to 1352, 1355, 1357, 1360, 1361, 1364, 1365, 1368 to 1372, 1374 to 1377 . . . . . 1567—97

OBSERVATIONS OF THE SPEAKER *re.* CERTAIN OBJECTIONABLE EXPRESSIONS . . . . . 1597—99

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1349, 1353, 1354, 1356, 1358, 1359, 1362, 1363, 1366, 1367, 1373, 1378 to 1397 . . . . . 1600—11

Unstarred Questions Nos. 885 to 889, 891 to 933 . . . . . 1611—32

DAILY DIGEST . . . . . 1633—36

COLUMNS

No. 29—Saturday, 25th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1398, 1400, 1401, 1428, 1402 to 1405, 1407, 1409 to 1412, 1415, 1418 and 1419 . . . . . 1637—62

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1399, 1406, 1408, 1413, 1414, 1416, 1417, 1420 to 1427, 1429 to 1449 . . . . . 1663—77

Unstarred Questions Nos. 934 to 1012 . . . . . 1677—1714

DAILY DIGEST . . . . . 1715—18

No. 30—Monday, 27th August, 1956.

ORAL ANSWERS TO QUESTIONS —

Starred Questions Nos. 1452, 1454 to 1459, 1461 to 1465, 1470, 1471, 1473, 1475 to 1477, 1479, 1480 . . . . . 1719—45

Short Notice Questions Nos. 13 and 14 . . . . . 1745—51

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1450, 1451, 1453, 1460, 1466 to 1469, 1472, 1474, 1478, 1481 to 1489 . . . . . 1751—59

Unstarred Questions Nos. 1013 to 1033, 1035 to 1061 . . . . 1759—78

DAILY DIGEST . . . . . 1779—82

No. 31—Tuesday, 28th August, 1956.

Starred Questions Nos. 1490, 1492, 1491, 1493, 1494, 1496 to 1500, 1502, 1507 to 1509, 1512 and 1513 . . . . . 1783—1809

Short Notice Question No. 15 . . . . . 1809—11

RE-STATEMENT LAID ON THE TABLE IN REPLY TO SHORT NOTICE QUESTION 1811

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1495, 1501, 1503 to 1506, 1510, 1511, 1514 to 1520, 1522 to 1532 . . . . . 1811—22

Unstarred Questions Nos. 1062, 1063, 1065 to 1069, 1071 to 1073, 1075 to 1085 . . . . . 1822—30

DAILY DIGEST . . . . . 1831—34

No. 32—Thursday, 30th August, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1534, 1536, 1537, 1539 to 1545, 1552, 1553, 1558 to 1561, 1563, 1564, 1566 to 1568 . . . . . 1835—64

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1533, 1535, 1538, 1546 to 1551, 1554 to 1557, 1565, 1569 to 1581, 1583 to 1585 . . . . . 1864—76

Unstarred Questions Nos. 1086 to 1174 . . . . . 1876—1918

DAILY DIGEST . . . . . 1919—24

No. 33—*Friday*, 31st *August*, 1956. COLUMNS

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1586 to 1592, 1594 to 1601, 1603, 1604, 1606, 1608, 1609, 1612 . . . . . 1925—54

SHORT NOTICE QUESTION NO. 16 . . . . . 1954—56

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1593, 1602, 1605, 1607, 1610, 1611, 1613 to 1629. . . . . 1957—65

Unstarred Questions Nos. 1175 to 1211. . . . . 1965—82

DAILY DIGEST . . . . . 1983—86

No. 34.— *Saturday*, 1*st September*, 1956—

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1630 to 1639, 1643, 1644, 1646 to 1648, 1650, 1653, 1654, 1656, 1657, 1660 to 1662. . 1987—2014

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions No. 1640 to 1642, 1645, 1649, 1651, 1652, 1655, 1658, 1659, 1663 to 1681. . . . . 2015—26

Short Notice Question No. 17 2027

Unstarred Questions Nos. 1212 to 1250. . . . . 2027—42

DAILY DIGEST . . . . . 2043—46

No. 35—*Monday*, 3*rd September*, 1956—

ORAL ANSWERS TO QUESTION—

Starred Questions Nos. 1682 to 1687, 1689 to 1694, 1696 1698 to 1701, 1703 to 1707. . . . . 2047—75

Short Notice Questions Nos. 18 and 19 . . . . . 2076—79

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1688, 1695, 1697, 1702, 1708 to 1721. . 2079—86

Unstarred Questions Nos. 1251 to 1287 . . . . . 2086—2104

DAILY DIGEST . . . . . 2105—08

No. 36—*Tuesday*, 4*th September*, 1956—

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1722 to 1730, 1752, 1733 to 1735, 1737 to 1740, 1742, to 1744. . . . . 2109—37

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1732, 1736, 1741, 1745 to 1747, 1749 to 1751, 1753 to 1761, 1763 to 1768 . . . . . 2138—48

Unstarred Questions No 1288 to 1329

DAILY DIGEST 2165—68

CANCELLED

No. 37—*Wednesday, 5th September*, 1956.

COLUMNS

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1769 to 1778, 1780 to 1783, 1785, 1786, 1788 to 1791 . . . . . 2169—96

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1779, 1784, 1787 1792 to 1797, 1799 to 1814 2196—2207

Unstarred Questions Nos. 1330 to 1367. . . . . 2207—26

DAILY DIGEST . . . . . 2227—30

No. 38—*Thursday, 6th September*, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1815 to 1821, 1825, 1826, 1829, 1830, 1832 to 1836. . 2231—59

Short Notice Question No. 20 . . . . . 2259—61

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1822 to 1824, 1827, 1828, 1831, 1837 to 1863, 1865 to 1869 . . . . . 2261—78

Unstarred Questions Nos. 1368 to 1419. . . . . 2278—2306

DAILY DIGEST . . . . . 2307—10

No. 39—*Friday, 7th September*, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1870, 1872 to 1879, 1882 to 1886, 1888 to 1893 . 2311—38

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1871, 1880, 1887, 1894 to 1903. . . . . 2338—43

Unstarred Questions Nos. 1420 to 1449 . . . . . 2343—56

DAILY DIGEST . . . . . 2357—60

No. 40—*8th September*, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 1904, 1909 to 1912, 1914, 1916, 1918, 1919, 1921, 1924 to 1927, 1930 to 1934 . . . . . 2361—86

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 1905 to 1908, 1913, 1915, 1920, 1922, 1923, 1928, 1935 to 1941, 1943, 1944 . . . . . 2386—94

Unstarred Questions Nos. 1450 to 1479, 1481 to 1488 . . . . . 2394—2412

DAILY DIGEST 2413—16

INDEX i—191

LOK SABHA

Monday, 13th August, 1956

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Indian Navy

*994. **Shri Bhagwat Jha Azad:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Indian fleet undertook summer exercises during the year 1956;

(b) if so, the nature of such exercises; and

(c) the names of the countries to which our fleet paid a good-will visit?

The Minister of Defence Organisation (Shri Tyagi): (a) Yes.

(b) Manoeuvres, gunnery, anti-submarine, and other tactical exercises.

(c) Ceylon, Burma and Malaya.

Shri Bhagwat Jha Azad: May I know whether our fleet in the course of its visit to the countries just now mentioned also invited them for goodwill visits, and if so have they accepted?

Shri Tyagi : I want notice for that question.

Shri Bhagwat Jha Azad: May I know whether the exercises were in the form of routine annual exercises or was any special arrangement made for the exercises?

Shri Tyagi: They are routine annual exercises.

Shri Bhagwat Jha Azad: May I know whether in the exercises any fleet from the United Kingdom or other countries also participated?

Shri Tyagi: Yes, Sir.

Shri Joachim Alva: Are these exercises taken independently or are they taken with an eye on the U.S.A. and U.K. naval manoeuvres along with Pakistan on the Pakistan sea side?

Shri Tyagi: Sometimes we have exercises with other nations like the United Kingdom and other Commonwealth Nations, and sometimes we have exercises independently of other countries.

Shrimati Renu Chakravartty : May I know whether these manoeuvres which took place in the year 1956 were a part of the Royal Navy manoeuvres and our was integrated with that?

Shri Tyagi: I would like to have notice of this question.

Pandit K. C. Sharma: Are these an indication of the norm or standard required of our forces?

Shri Tyagi: They are not indicative of anything except that they are having their usual exercises.

श्री विभूति मिश्र : इन नैवल एक्सरसाइजों (नौसैनिक अभ्यासों) में अपने देश के फ्लीट (बेड़े) के काम की देख-भाल करने और सर्टिफिकेट आदि देने के बारे में सरकार की तरफ से क्या इन्तजाम है ?

श्री त्यागी : इस बारे में हर एक शिप (पोत) की अलग अलग रिपोर्ट आती है और इन एक्सरसाइजिज़ के लिए अलग अलग नम्बर दिए जाते हैं ।

Shri Bhagwat Jha Azad: May I know the names of the countries which participated in the exercises?

Shri Tyagi: I said I would like to have notice to give detailed answers.

शैशव शिक्षा सम्बन्धी राष्ट्रीय समिति

*९५५. **श्री श्रीनारायण दास :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) शैशव शिक्षा सम्बन्धी राष्ट्रीय समिति ने अब तक कौन-कौन से महत्वपूर्ण कार्य अपने हाथ में लिये हैं और उनके सम्बन्ध में क्या प्रगति हुई है;

(ख) क्या समिति ने द्वितीय पंचवर्षीय योजना में सम्मिलित करने के लिये कोई योजना बनाई है;

(ग) यदि हां, तो इस योजना की मुख्य बातें क्या हैं; और

(घ) १९५६-५७ में इस योजना के अन्तर्गत प्रत्येक मद के लिये कितनी-कितनी धनराशि नियत की गई है ?

शिक्षा उपमंत्री (डा० का० ला० श्रीमाली) : (क) एक विवरण सभा पटल पर रख दिया गया है। [देखिये परिशिष्ट ६, अनुबन्ध सं० २३].

(ख) नहीं ।

(ग) तथा (घ). प्रश्न उत्पन्न नहीं होता।

श्री श्रीनारायण दास : इस विवरण से पता चलता है कि इस कमेटी ने सन् १९५३ में कुछ सिफारिशें की थीं। मैं यह जानना चाहता हूं कि क्या उन सिफारिशों के बारे में विभिन्न राज्य सरकारों ने कोई कदम उठाया और क्या उस के बाद इस कमेटी की बैठक नहीं हुई है और क्या उस ने कोई काम नहीं किया है।

डा० का० ला० श्रीमाली : कमेटी ने जो सिफारिशें की थीं, उन को राज्य सरकारों के सामने पेश कर दिया गया था और राज्य सरकारों ने इस सम्बन्ध में कुछ कदम उठाए हैं। उत्तर प्रदेश, मध्य भारत, मैसूर, पैप्सू, सौराष्ट्र, ट्रावंकोर-कोचीन, कुर्ग पांडीचेरी और त्रिपुरा ने अगली पंचवर्षीय योजना में २७.८ लाख रुपया छोटे बच्चों की शिक्षा के लिए रखा है। इस सम्बन्ध में केन्द्रीय सरकार ने भी राज्य सरकारों को कुछ सहायता दी है।

श्री श्रीनारायण दास : क्या केन्द्रीय सरकार ने आदर्श के तौर पर इस तरह की किसी संस्था का निर्माण विशेषकर उन प्रदेशों में किया है, जहां उस का सीधा शासन है ? अगर किया है, तो किस योजना के अधीन ?

डा० का० ला० श्रीमाली : जहां तक मुझ को मालूम है, इस तरह की कोई आदर्श संस्था स्थापित नहीं की गई है, क्योंकि केवल एक आदर्श संस्था से ही काम नहीं चलता है। इस सम्बन्ध में भिन्न भिन्न स्कीमों के अन्तर्गत राज्य सरकारों को सहायता दी गई है।

Shrimati Renu Chakravartty: May I ask if this National Committee on Early Childhood Education, together with such committees as the Basic Education Committee, the Pre-School Education Committee and the Secondary Education Commission, has to evolve an integrated system of education for the entire school period of the children?

Dr. K. L. Shrimali: No, Sir. This is one of the standing committees of the Central Advisory Board of Education which is called by the Ministry of Education from time to time for consultation and for advice. The first meeting was held in April, 1953 and certain recommendations were made by this committee. The recommendations have been forwarded to the State Governments and necessary action is being taken.

Shri D. C. Sharma: There are many schemes of early childhood education to be found in this world. May I know if the Government of India has decided upon the early childhood education scheme which is most suited to the conditions of the country, and if so what is the name of the scheme?

Dr. K. L. Shrimali: This is a comprehensive scheme. There are hundreds of schemes which may be prevalent in the whole world regarding pre-school education. Naturally, this committee which is called the National Committee will certainly evolve a scheme which will meet the national requirements.

Security Deposits of Service Personnel in Pakistan

*996. **Shrimati Renu Chakravartty:** Will the Minister of **Defence** be pleased to state;

(a) whether it is a fact that a number of Service personnel serving in the present Pakistan areas before partition have their Security deposits etc. outstanding to be paid back;

(b) if so, the amount involved;

(c) the steps Government propose to take to arrange payment of these deposits to the persons concerned; and

(d) the reasons for the delay?

The Minister of Defence Organisation (Shri Tyagi): (a) Service personnel, whether officers or personnel below officer rank, are not required to furnish any security deposits, etc. when holding appointments

which require handling of cash. Therefore, the question of any such deposits outstanding to be paid back does not arise.

(b) to (d). Do not arise.

Shrimati Renu Chakravartty: May I point out that civil stock keepers of the I.A.F. who were taken on from 1942 onwards to 1949 were often required to furnish security deposits, and there are cases and many representations have been made to the Ministry for the return of the security deposits of these personnel? In case there are such cases, will the Government of India take the responsibility of returning the security deposits?

Shri Tyagi: I am afraid the hon. Member perhaps did not know that the expression "service personnel' goes in the Defence Ministry for the personnel belonging to the armed forces only, and civilians are not included in it. Therefore, I gathered information only about service personnel. If the hon. Member is anxious to know anything about civil personnel engaged in the Defence Ministry, I will have to have notice of the question.

Shrimati Renu Chakravartty: Generally in the case of security deposits given to the Government before entering into service, such a deposit is an onus on the Government, and as such is it not their liability to repay?

Shri Tyagi: I must confess it is an onus if one is not returned; we owe it, unless there are some grounds to retain it with the Government.

Aid from New Zealand

*997. **Shri D. C. Sharma:** Will the Minister of **Finance** be pleased to state:

(a) whether any intimation has been received in regard to the aid proposed to be given to India by New Zealand during 1956-57;

(b) if so, the amount thereof; and

(c) how it will be distributed on the various projects?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) No, Sir.

(b) and (c). Do not arise.

Shri D. C. Sharma: What kind of aid was received by the Government of India from the Government of New Zealand during the year 1955-56?

Shri B. R. Bhagat: In 1955-56 New Zealand authorised assistance for the Delhi Milk Scheme which itself was a tentative or provisional scheme. They authorised about Rs. 53 lakhs for that.

Shri D. C. Sharma: When is the Government of India likely to receive intimation from New Zealand with regard to the aid that is given under the Colombo Plan?

Shri B. R. Bhagat: For this year?

Shri D. C. Sharma: Yes.

Shri B. R. Bhagat: That will take about a month or two, because they have to go through the Parliament; and other constitutional and legal procedures also have to be completed.

बुद्ध परिनिर्वाण जयन्ती

*९९८. **श्री भक्त दर्शन :** क्या शिक्षा मंत्री १६ मई, १९५६ के तारांकित प्रश्न संख्या २२७२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) महात्मा बुद्ध के २,५०० वें परिनिर्वाण जयन्ती समारोह के लिये प्रतिष्ठित विदेशियों को आमंत्रित करने का जो प्रश्न विचाराधीन था, क्या उस सम्बन्ध में तब से कोई अन्तिम निर्णय कर लिया गया है;

(ख) यदि हां, तो क्या आमंत्रित अथवा आमंत्रित किये जाने वाले व्यक्तियों के नामों व पदों का एक विवरण सभा-पटल पर रखा जायेगा;

(ग) यदि नहीं, तो अन्तिम निर्णय कब तक हो जायेगा; और

(घ) अभी तक निर्णय न किये जाने के कारण क्या हैं ?

शिक्षा उपमंत्री (डा० म० मो० दास) : (क) यह विषय अभी विचाराधीन है ।

(ख) प्रश्न उत्पन्न नहीं होता ।

(ग) अक्टूबर, १९५६ तक निर्णित किये जाने की सम्भावना है ।

(घ) क्योंकि बौधिक धर्म सम्बन्धी गोष्टी तथा समारोह नवम्बर में होगा, इसी कारण इस विषय में कोई जल्दी नहीं है ।

Shri B. S. Murthy: May I request that the answer may be read out in English also?

Mr. Speaker: Yes, the Minister may read out the English answer also.

Dr. M. M. Das: (a) The matter is still under consideration.

(b) Does not arise.

(c) Expected to be finalised by the end of October, 1956.

(d) As the celebrations including the Symposium on Buddhism are to be held only in November, there is no hurry about the matter.

श्री भक्त दर्शन : क्या यह सत्य है कि इन नियंत्रणों को देने में देरी इस कारण हो रही है कि बहुत से विदेशी विद्वानों ने, जिनको कि अनौपचारिक ढंग से यानी इनफार्मली पूछा गया था, इन्कार कर दिया था ? क्या इस तरह की अड़चनें पड़ी हैं ?

Dr. M. M. Dass : No.

श्री भक्त दर्शन : क्या मैं जान सकता हूं कि इस समारोह पर, जो कि आगामी अक्तूबर-नम्बर में होने वाला है, कुल कितने खर्चे का अनुमान किया गया है और उसकी मोटी रूपरेखा क्या है ?

Dr. M. M. Das: The symposium will be held on 'Buddhism's contribution to arts, Letters and Philosophy'. After this symposium is over, these delegates will be taken by the Government of India in a special train to visit all the important places of Buddhism.

श्री ब० द० पांडे : मैं सरकार से अदब के साथ यह पूछना चाहता हूं कि बुद्ध जयन्ती पर यह इतनी दौड़ धूप क्यों हो रही है ? जीसस क्राइस्ट जयन्ती, मुहम्मद जयन्ती, कृष्ण जयन्ती, राम जयन्ती, शंकराचार्य जयन्ती, अरबिंद जयन्ती क्यों नहीं मनायी जातीं। मैं सरकार से यह पूछना चाहता हूं कि सिर्फ इसी के लिए इतनी दौड़ धूप क्यों की जा रही है ?

Shri U. M. Trivedi: It is a very pertinent question.

Dr. M. M. Das: The Buddha has been recognised as the greatest Asian that has ever been born. The whole of India is proud that a man of his stature had been born in this country. So, on the 2500th Celebration of his *Parinirvana*, it is only natural and proper that the Government of India should do something to commemorate this great occasion.

सेठ गोविन्द दास : माननीय मंत्री जी ने यह तो बिल्कुल ठीक कहा कि बुद्ध भगवान का एशिया में इतना बड़ा स्थान है। पर उसी के साथ भगवान राम का और कृष्ण का भी हमारे देश में बहुत ऊंचा स्थान है क्या इस बात पर भी विचार किया जा रहा है कि इसी प्रकार के समारोह राम और कृष्ण के सम्बन्ध में भी मनाये जायें ।

Dr. M. M. Das: If the hon. Member can give us the particular date on which Shri Ramachandra was borne or on which he entered the Sarayu river, then we can do something, and we can consider the matter.

Shri B. S. Murthy: Some time back, the Prime Minister had stated, if I remember aright, that invitations to persons to participate in the centenary celebrations of the *Parinirvana* were being issued not on behalf of the Government of India but on behalf of the Maha Bodhi Society. May I know whether the same is the position now also, or wheher Government also are inviting any of the celebrities from abroad?

Dr. M. M. Das: So far as we know these invitees will be the guests of the Government of India.

Headmasters and Inspecting Officers' Seminars

***999. Pandit D. N. Tiwary:** Will the Minister of **Education** be pleased to state:

(a) the purpose of holding two Special Seminars besides 8 regional seminars of Headmasters, Inspecting Officers etc.;

(b) the type of officers and non-officials who participated in these Seminars; and

(c) the main recommendations of the eight Headmasters' Seminars and the two Special Seminars?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) The purpose was to examine the problems of teaching General Science in Schools, and those of Educational administration.

(b) In the former selected Science Teachers from Training Colleges and in the latter State Education Secretaries D.P.Is' D. Es. participated.

(c) Reports have not yet been received.

Pandit D. N. Tiwary: May I know whether, in the seminars, the question was considered as to why there was a fast deterioration in the standard of education?

Dr. K. L. Shrimali: Various problems have been discussed in these seminars; they were about 26 in all. Naturally, the discussions that took place in these seminars of headmasters, inspectors and educational administrations will help in raising the standard of education. That will be the result ultimately.

Pandit D. N. Tiwary: May I know whether ways and means have been devised to check the deterioration in standard and also indiscipline among the students?

Dr. K. L. Shrimali: There are various ways of raising the educational standards. And I do wish to submit that the holding of these seminars of headmasters, inspectors and educational administrations is one of the ways which would enable us to raise the standards.

Shri B. S. Murthy: May I know whether any decisions on the burning topics like the lowering of the standard and indiscipline have been taken, and if so, what they are?

Dr. K. L. Shrimali: I would like to submit that the question is digressing. The main question is on the seminars. I could answer the hon. Member's question, but I would be beside the point, if I dealt with it.

श्री भागवत झा आजाद : क्या इस सेमीनार में शिक्षा के स्तर एवं तत्सम्बन्धी विषयों पर सरकार के सामने सम्मतियां पेश की गयी हैं, यदि हां तो क्या सरकार ने उन पर विचार किया है ?

डा० का० ला० श्रीमाली : मैं निवेदन कर चुका हूं कि यह जो सेमीनार बने हैं, वे कई विषयों पर हुए हैं, मसलन एग्जामिनेशन्स (परीक्षाओं) के बारे में, एजूकेशनल एडमिनिस्ट्रेशन (शिक्षा-प्रशासन) के बारे में और अन्य विभिन्न विषयों के बारे में ये सेमीनार हुए हैं। इनका विशेषकर सम्बन्ध सैकंडरी एजूकेशन (माध्यमिक शिक्षा) से है।

Shri B. S. Murthy: On a point of order. This question relates to the purpose of holding these seminars and the main recommendations of these seminars. I wanted to know what the recommendations are. So, my question is not unrelated to the main question.

Mr. Speaker: Has the Minister got a list of the recommendations here?

Dr. K. L. Shrimali: The reports have not yet been received of these seminars, so far. But the main object is to exchange experiences, ideas and suggestions regarding the various problems and the pattern of secondary education.

Mr. Speaker: So far as the resolutions or the reports are concerned, after they are obtained, copies may be placed in the Library.

Dr. K. L. Shrimali: Yes.

Allowances to Ministers

*1000. **Shri Ram Krishan:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 1715 on the 3rd May, 1956 and state:

(a) whether the rules relating to allowances of Ministers have since been finalised; and

(b) if so, the details thereof?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) and (b). The rules have been compiled and are under final scrutiny. It is expected that they will shortly be notified in the official gazette when copies will also be laid before both Houses of Parliament.

State Bank of India

*1001. **Shri Jhulan Sinha:** Will the Minister of **Finance** be pleased to state the steps taken by the State Bank of India so far to facilitate supply of rural credit?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): The State Bank's role in the contest of the provision of rural credit facilities according to the provisions of the State Bank of India Act, will become significant only after some progress has been made in the working of Co-operative Warehouses as envisaged in the Agricultural produce Development and Warehousing Corporations Act recently passed by Parliament. The State Bank is to lend out money to such Warehouses on authorised securities for rural credit. So unless and until these Warehouses are organised and start functioning, the State Bank cannot play its full role. Apart from this, the branch expansion programme undertaken by the State Bank will facilitate supply of rural credit by bringing banking facilities nearer to rural areas and by providing extended remittance facilities and other assistance to co-operative institutions connected with agricultural credit. The pilot scheme undertaken by the State Bank of India on an experimental basis at selected centres for the provision of credit to small scale industries is also likely to prove beneficial for the grant of credit to such industries in rural areas.

Shri Jhulan Sinha: May I enquire if Government are alive to the heavy burden of indebtedness resting upon the shoulders of the rural population and take steps to accelerate the pace of supply of rural credit in the country?

Shri A. C. Guha: Government are quite aware of that condition and that was why the Rural Credit Survey Committee was set up. Government have been implementing the recommendations of the Committee. But the main difficulty is that unless the co-operative societies are developed, it is very difficult for Government or the State Bank to

distribute rural credit. Moreover, it is not only the State Bank which would distribute rural credit. The Reserve Bank and other institutions also have been doing this work.

Shri Matthen: I think the hon. Minister knows that the provocation for the nationalisation of the Imperial Bank was the introduction and extension of rural credit. Have they got a working plan for the State Bank? If so, have they got a programme? The hon. Minister has said that some branches are opened. They are not rural banks.

Mr. Speaker: The hon. Member will put a question not give answer.

Shri Matthen: Have they got a working plan?

Shri A. C. Guha: As I have stated, the function of the State Bank in this matter is very closely linked with the working of the Warehousing Corporations. Unless those Corporations start working, the State Bank can hardly function in this matter. The House has only recently passed the Warehousing Corporations Act, and I think it will take at least some time for putting up the warehouses. The concerned Ministry in this matter is the Food and Agriculture Ministry; I am sure it has been taking appropriate steps. The plan of the State Bank in this matter must be in co-ordination with the Warehousing Corporations.

Shri Matthen: Am I to take it that the public impression is correct that the State Bank is not really earnest about rural banking?

Shri A. C. Guha: I do not think that is a correct impression to be formed.

Mr. Speaker: It need not be answered.

Shri Bansal: As the hon. Minister knows, it was promised at the time that the Imperial Bank was being nationalisd that about 800 branches would be opened during the course of two years. May I know how many branches have already been opened by he State Bank in rural areas?

Shri A. C. Guha: I think he has doubled the number of branches and has less than halved the time. The number of branches to be opened was 400 and the time was five years or such period as might be determined, not two years. I cannot claim that the performance of the State Bank in this respect up to now has been very much encouraging. Only 35 branches have been set up. But the main difficulty, as I have stated on a previous occasion, is to find proper accommodation with strong rooms and other things. I am sure now the State Bank will take steps to accelerate the progress in this matter.

Shri L. N. Mishra: Besides giving credit facilities through the State Bank, have Government ascertained what credit facilities have been extended through the State co-operative banks which were given money after the amendment of the Reserve Bank Act?

Shri A. C. Guha: The Reserve Bank has given money to the State co-operative banks. I think last year a sum of Rs. 29·64 crores had been sanctioned. In the year before, it was only Rs. 21·21 crores. This amount has been increasing quite rapidly and significantly year after year.

Sardar Iqbal Singh: The hon. Minister has stated that the Bank is not opening branches according to schedule. May I know whether Government have another scheme and another plan for giving credit to the rural people?

Shri A. C. Guha: I do not think it will be correct to presume that the Government or the Reserve Bank have given up the idea of this scheme. The scheme is being implemented. It is too early as yet to pass any opinion of that sort. I am sure the State Bank, as also the Reserve Bank, will take appropriate steps in the matter of stepping up the progress.

Child Welfare Fund

*1002. **Dr. Satyawadi:** Will the Minister of **Education** be pleased to state the details of the assistance given to each of the States from the Child Welfare Fund during the year 1955-56?

The Deputy Minister of Education (Dr. K. L. Shrimali): The Government of India have no such Fund.

विदेशी पत्रिकायें

*१००३. **श्री रघुनाथ सिंह :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि इस समय पाकिस्तान तथा अन्य देशों की कितनी पत्र-पत्रिकाओं का भारत में आना वर्जित है?

गृह-कार्य मंत्रालय में मंत्री (श्री दातार): दो।

श्री रघुनाथ सिंह : मैं पूछना चाहता हूं कि जो पेपर्स बैन्ड (पत्रिकाएं वर्जित) हैं वे अमरीका के हैं या पाकिस्तान के हैं?

श्री दातार : एक पेपर पाकिस्तान अकुपाइड कश्मीर का था और दूसरा लंदन का था।

Shri Joachim Alva: While considering the question of banning foreign periodicals, does the Home Ministry undertake a survey of the bookstalls in India which are flooded with foreign periodicals relating to sex and other things?

Shri Datar : It is not necessary for us to make surveys. There are friends who bring these things to our notice.

Overseas Passages

*1004. **Shri Jaipal Singh** : Will the Minister of **Home Affairs** be pleased to state :

(a) the number of ICS and other officers to whom overseas passages are due ;

(b) the amount involved in these passages; and

(c) the changes, if any, made in the rules regarding the overseas passages ?

The Minister in the Ministry of Home Affairs (Shri Datar) : (a) to (c). The passage concession have been withdrawn in respect of Indian officers. They are now available only to 8 officers of European domicile. The amount involved in these eight cases is £7946-6-7.

Shri Jaipal Singh : In view of the fact that a solemn undertaking was given at the time of the framing of the Constitution, why should there be this discrimination against Indian citizens?

Shri Datar : It was considered that the grant of such concession was not necessary under the new set-up at all. This concession was recommended by what is known as the Lee Commission and was more or less, given only to those persons who were of foreign domicile. So far as Indians were concerned, only those ICS or secretary of State officers were entitled to it who had entered service before 1924. After the attainment of independence, such an overseas allowance is entirely incompatible with national dignity.

Shri Jaipal Singh : May I know whether any protest has been received from the Indian Civil Service Association ?

Shri Datar : I am not aware of it. I believe that this was intimated to them, and they were also consulted informally—I speak subject to correction.

Shri K. K. Basu : May I know whether these foreign domicile people are on the verge of superannuation or they will enjoy this concession for a long time?

Shri Datar : They will enjoy this concession so long as they are in service.

Shri K. K. Basu : Are they on the verge of superannuation or is there still a long period left ?

Shri Datar : The number is small and we do not grudge it.

Shri K. K. Basu : You are charitable to foreigners. That is the whole trouble.

Shri Jaipal Singh : Are those Indian citizens who are still in the Indian Civil Service who were entitled, and, in my view, are still entitled to it, being reimbursed otherwise ?

Shri Datar : No, Sir. There is no question of reimbursement at all. This is a question of withdrawing a concession which is entirely unwarranted under the present conditions.

New Universities

*1006. **Shri Madiah Gowda** : Will the Minister of **Education** be pleased to state :

(a) whether any new Universities are going to be started during the Second Five Year Plan period;

(b) the financial share of the Central and the State Governments in each case; and

(c) whether the proposed Universities will have any special features ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : (a) Yes, Sir.

(b) Requests for grants for development from the new Universities, after they have been established, will be considered by the University Grants Commission as in the case of other Universities subject to availability of funds.

(c) A statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 24].

Shri Madiah Gowda : I can understand the establishment of special Universities like Kuruksetra University and Banaras Sanskrit University. But what justification is there for starting more general Universities,when the deficiency in the case of primary and secondary education is not made up, and this type of education extended for want of sufficient funds?

Dr. K. L. Shrimali : The position with regard to these Universities is that the Working Groups made certain recommendations to the Planning Commission. These plans have been included in the Second Five Year Plan. The University Grants Commission has not yet been consulted about all—it has been consulted about one or two—the Universities.

Shri Madiah Gowda : Are not the Government advised not to start more Universities when primary education...

Mr. Speaker : The hon. Member is not asking a question. He is giving advice.

Shri Bansal : May I know the names of these Universities ?

Dr. K. L. Shrimali : These are given in the statement. They are : Kuruksetra University, Gorakhpur University, Varanaseey

Sanskrit Vishwavidyala, Banaras, Jabalpur University, Vikram University at Ujjain and Ranchi University.

Sardar Iqbal Singh : May I know whether it is a fact that the PEPSU Government has given a proposal for the University of Patiala and may I know whether the Government has considered that proposal and, if so, with what results ?

Dr. K. L. Shrimali : I shall need notice.

Shri T. S. A. Chettiar : The hon. Deputy Minister has given the names of some Universities about whom a reference has been made to the University Grants Commission. Have any replies been received from the University Grants Commission about any of the Universities they have enquired ?

Dr. K. L. Shrimali : With regard to the Kuruksetra University, the University Grants Commission were definitely of the opinion that no new University should be started in Punjab. But the University has already been started. As far as other Universities are concerned, I am speaking subject to correction, that reference has not been made so far to the University Grants Commission. The University Grants Commission will consider these proposals only when they go to them.

General Elections

*1007. **Sardar Iqbal Singh :** Will the Minister of **Law** be pleased to state :

(a) whether the question of next General Elections has since been considered and the programme prepared for the same ;

(b) if so, the nature of the programme;

(c) whether Lok Sabha will be dissolved before the next General Elections;

(d) if so, when ; and

(e) whether there will be any legal or conventional difficulty in doing so?

The Minister of Legal Affairs (Shri Pataskar) : (a) No.

(b) to (e). Do not arise.

Sardar Iqbal Singh : May I know if the Government has not prepared any plan for the next general election based on which important Members of Government and the Election Commissioner are making statements ?

Shri Pataskar : As has pointed out on the 11th May by the Prime Minister when the same question was put, we naturally expect general elections by early next year and on that basis the Election Commission is making all possible preparations.

Shri K. K. Basu : Is it not true that the Election Commissioner made a categorical statement that election is going to be held between the 1st to the 15th of February, 1957 ?

Shri Pataskar : I made enquiries only this morning and the Commission says that no such categorical statement has been made.

Shri Bhagwat Jha Azad : According to the original schedule the new States were to come into being on the 2nd October. Now when there is a chance of the new States coming into being on the 1st of November, do Government or the Election Commission feel that the programme may be delayed ?

Shri Pataskar : The position at present is that after the S. R. Bill is passed, the Election Commission will begin to take account of the changes that have to be made with respect to the constituencies. Naturally, it will take some time and after that, I think, it will be the proper time for Government to take any decision in the matter.

Shri D. C. Sharma : May I know if Government has drawn up any tentative plan for the delimitation of constituencies and for the publication of electoral rolls and other things ?

Shri Pataskar : How can Government draw up a plan for delimitation of constituencies because as the hon. Member knows the Bill is not yet finally passed and we do not know whether it will undergo any change in the other House ? I said that after the Bill is finally passed into law, steps will be taken.

Shri Ramachandra Reddi : Preliminary to the next general elections, a Delimitation Commission has been recently appointed. May I know the scope of this Commission's work and how long will it be in office ?

Shri Pataskar : The Commission will be in office as long as the work is not finished.

Shri Raghavachari : Shall we take it that Government have not yet decided upon holding the elections in February or March ?

Shri Pataskar : The hon. Member is aware, and as I said on more than one occasion, according to the Constitution, general elections are expected to be held early next year. In the meantime, many things are going to happen or are happening. We will watch. But, as far as possible, Government would like to stick to the programme.

Shri Bansal : May I know if the delimitation of constituencies, wherever it is necessary, will start after the Bill has been

passed or after the States come into being, because the hon. Minister said that the delimitation work will start after the Bill has been passed ?

Shri Pataskar : It is very proper that after the Bill is passed, naturally, the work can start and there is no reason to wait for the States to come into being.

Shri Gadgil : May I know whether it is correct to state that it is still the policy of Government to do everything to have the elections as early as possible ?

Shri Pataskar : That is the desire of Government.

Shrimati Renu Chakravartty : Have the Government enquired from the Election Commission what will be the last date within which the Bill should be passed in order that he may carry on the general elections in the first week of February ?

Shri Pataskar : How can that be answered? I have not been able to follow the hon. Member.

Shrimati Renu Chakravartty : I have asked that whether.....

Mr. Speaker : These are hypothetical questions.

Military Mission to Egypt

*1008. **Shri Krishnacharya Joshi** : Will the Miniister of **Defence** be pleased to state:

(a) whether it is a fact that a Goodwill Military Mission from India was invited by Egypt;

(b) if so, whether the Mission has toured Egypt; and

(c) whether it has submitted its report?

The Minister of Defence Organisation (Shri Tyagi) : Yes, Sir.

Shri Krishnacharya Joshi: What is the object in sending Military Missions?

Shri Tyagi : The Mission goes there for the purpose of exchanging technical knowledge between one country and another. They see other armies and learn quite a lot of things when they go outside.

Shri Krishnacharya Joshi : May I know whether such Missions are sent to other countries also?

Shri Tyagi: Yes; off and on.

Shri Krishnacharya Joshi: May I know the names of the members of this Mission which has gone on these visits?

Shri Tyagi: There were ten members who were sent. If the hon. Member wants to know the names.....

Mr. Speaker: What is the object of getting all the names?

Shri Tyagi: They went under the leadership of Major-General Vikram Singh, delegation of 10 members of the Armed Forces was sent.

Colombo Plan

*1010. **Shri Wodeyar:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact the Australia has sent heavy earthmoving equipment for irrigation works of the Tungabhadra Project;

(b) if so, the cost of this equipment;

(c) whether this has been supplied under the Colombo Plan; and

(d) the reason for sending the equipment to Hyderabad?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Yes, Sir.

(b) Rs. 56·59 lakhs.

(c) Yes, Sir.

(d) The Australian Government offered this assistance for the Tungabhadra Project on the Hyderabad side and the offer was accepted by the Government of India after consulting the State Government.

Shri Wodeyar : May I know whether equipment has been sent to the Hyderabad side on the advice of the Tungabhadra Control Board?

Shri B. R. Bhagat : I do not know; but their views would also have been considered.

Shri Wodeyar : May I know whether Government has considered the question of equipment on the Mysore side of the project?

Shri B. R. Bhagat : We have not received any indent from that side. When the question of sending equipment or authorising equipment for the Hyderabad side was considered, the Mysore side, which was then in the undivided State of Madras, was not considered because there was no request from the State Government. But if the hon. Member means that there is need and if the State Government on the Mysore side approaches us, then, we are ready to take up this matter.

Shri Ramachandra Reddi: May I know whether it is a fact that sufficient quantities of spare parts have not been sent with this machinery ?

Shri B. R. Bhagat : As for spare parts, I do not know. He must refer to the concerned Ministry.

Shri B. S. Murthy : May I know the nature of the equipment and whether it is sufficient to finalise the construction of the dam ?

Mr. Speaker : It is heavy earth-moving equipment. In the question it is there.

Shri B. R. Bhagat : About equipment they are, tractors, road rollers, excavators etc., know as heavy earth-moving equipment, it was estimated that it would be about Rs. 70 lakhs for Tungabhadra and Rs. 50 lakhs for Ramagundam project, and except one or two of them others have arrived.

Shri L. N. Mishra : May I know whether, besides the offer for this Tungabhadra project, the Government of Australia had made some offer for soil conservation and erosion and irrigation also and, if so, the nature of such offer ?

Shri B. R. Bhagat : I am not aware of that at the moment; but I can give the hon. Member the list of projects for which we get the assistance of the Australian Government.

Technical Manpower

*1011. **Shri R. P. Garg** : Will the Minister of **Education** be pleased to lay a statement on the Table showing :

(a) whether Government are aware that there is a great demand for the technicians in this country and this demand is likely to increase during the course of the Second Five Year Plan;

(b) whether it is a fact that the increased demand cannot even partially be met for technicians in the Second Five Year Plan if it is left to the present technological institutes;

(c) the difficulties, if any which the various technological institutions, already established in the country, encounter in increasing their existing capacity to give trainihg to an increased number of students;

(d) the number of technological institutions proposed to be set up in varions States either by the Centre or by the States Governments concerned, in the near future and whether these will be sufficient for the requirements of the country; and

(e) how much time and money and what technical know-how shall be required to make the country self-sufficient in this vital aspect of planning?

The Deputy Minister of Education (Dr. M. M. Das) : The required statement is laid on the table of the House [*See* Appendix VI, annexure No. 25].

Shri R. P. Garg : From the statement it is clear that the present institutions are inadequately staffed and equipped and that the Government is finding it difficult to improve them. May I know how the Government is going to implement the recommendations of the Engineering Personnel Committee for the opening of 18 new engineering colleges and 62 polytechnics ?

Dr. M. M. Das : It is not impossible for the Government to effect improvement, development and expansion of our technological institutes. So far as the Engineering Personnel Committee's recommendations are concerned, they are still under the consideration of the Government.

Shri R. P. Garg : In case the recommendations of the Engineering Personnel Committee are not implemented what will be the effect on the Second Five Year Plan ?

Dr. M. M. Das : It is difficult to answer a hypothetical question which is based on anticipations.

Shri C. R. Narasimhan : Were there schemes in the First Five Year Plan for the development of technological institutes and if so, may I know if any of them failed to get fulfilled, and if so, can the Ministry give the reasons therefor and the names of the schemes that failed ?

Mr. Speaker : Four quetions are rolled into one.

Dr. M. M. Das : There was an elaborate scheme for the development and expansion of our technological institutions in this country and for the establishment of new institutions. The improvement that has been effected can be shown by the annual intake and annual outturn as compared between 1951-52, that is the beginning of the First Five Year Plan and 1955-56, that is the end of the First Plan. The number of institutes dealing with degree and post-graduate courses at the beginning of the First Plan was 58, and how it has gone up to 61; their annual intake was 4911 and now the figure has gone up to 6020 which is an increase of about 25 per cent.; their annual outturn in the year 1951-52 was 2768 and now it has gone up to 4207.

बुनियादी शिक्षा आकलन समिति

*१०१२. **श्री नवल प्रभाकर** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि क्या

बुनियादी शिक्षा आकलन समिति की सिफारिशों को कार्यान्वित किया जा रहा है ?

शिक्षा उपमंत्री (डा० का० ला० श्रीमाली) : उनका परीक्षण कार्यान्वित करने के लिये किया जा रहा है ।

श्री नवल प्रभाकर : वे सिफारिशें क्या हैं ?

डा० का० ला० श्रीमाली: इस समिति की सिफारिशें बहुत लम्बी चौड़ी हैं । मैं माननीय सदस्य को सूचित कर दूं कि समिति की रिपोर्ट अगस्त मास में ही प्रकाशित हो जायगी और उसकी एक कापी पार्लियामेंट लाइब्रेरी में रख दी जायगी ।

Food Situation in Tripura

*1015. **Shri Dasaratha Deb** : Will the Minister of **Home Affairs** be pleased to state :

(a) whether any note on some urgent problems of Tripura have been submitted to Government recently by Tripura Food Coordination Committee and Tripura Flood Relief Committee;

(b) if so, what were the problems raised in it and the suggestions for their immediate solutions; and

(c) what steps have been taken by Government thereon ?

The Minister in the Ministry of Home Affairs (Shri Datar) : (a) Yes.

(b) The notes submitted by the Tripura Food Coordination Committee and the Tripura Flood Relif Committee respectively deal with the food problems in the State and the situation arising out of recent floods in the State. Various suggestions have been made by the two Committees for dealing with these problems.

(c) Government have taken all possible steps in connection with the food situation in the State and undertaken various measures to relieve distress caused on account of floods.

Shri Dasaratha Deb : May I know whether it is a fact that the Government of Tripura have formed a Rice Dealers Syndicate consisting of 12 selected businessmen and notorious hoarders also and such Rice Dealers Syndicate got monopoly opportunity to squeeze out whatever foodgrains were available in the rural areas and smuggled and hoarded rice, which has created this trouble ?

Shri Datar : I have no information.

Shri Dasaratha Deb : May I know whether the Government are aware of the fact that some seven persons at Damboroo area, three persons at Bhadra Prasanna Ruajapara, two persons at Bindjoy Chaudhurypara and one person at Sarat Chandra Ruajapara of Amarpur Division died of starvation in the month of July ?

Shri Datar : I would request the hon. Member to pass on the information to me and I shall then make enquiries.

Shri Dasaratha Deb : May I know whether any dead body or bodies of suicidal cases were taken into Agartala Hospital for *post mortem* examination and ultimately the doctor suspected that such suicidal cases occurred due to long-drawn starvation ?

Shri Datar : My answer is the same.

Mr. Speaker : All these matters of detail may be first passed on to the Minister. This is not an examination ground. Hon. Members want full and sufficient information and the question is put generally whether any note on some urgent problems of Tripura have been submitted to Government recently by Tripura Food Coordination Committee and Tripura Flood Relief Committee, what were the problems raised and suggestions for immediate solution and what steps have been taken by Government thereon. This cannot possibly cover those matters of detail. If it is intended to elicit information with regard to such matters of detail, the hon. Member might pass on his question to the Minister so that he may get prepared and ready to answer it here.

Shri Biren Dutt : May I know whether the note asked for an investigation about the Food Procurement Department or not ?

Shri Datar : After the suggestions were received, most of them have been acted upon and arrangements have been made for sending rice as also for the sale of rice at subsidised rates.

Shri K. K. Basu : The question was whether there was a suggestion in the note that enquiry should be held into the procurement department, but the Minister has not answered it.

Shri Datar : That is being attended to. I have stated that almost all the suggestions have been acted upon, which includes this.

P. & T. and Anchal Department

*1016. **Shri Mathew** : Will the Minister of **Home Affairs** be pleased to state:

(a) whether there is any disparity in the retiring age prescribed for the pre-1938 entrants to the Posts and Telegraphs Department in British India and for the pre-1938 entrants to the Anchal Department in any of the Indian States which has been taken over by the Union Government; and

(b) if so, what are the reasons for this discrimination against the latter ?

The Minister in the Ministry of Home Affairs (Shri Datar) : (a) and (b). A statement is placed on the Table of the House. [*See* Appendix VI, annexure No. 26].

Shri Mathew : May I know whether there was an agreement entered into between the Travancore-Cochin State Government and the Union Government whereby the employees in the Anchal Department would be given terms not less advantageous than what they had in the Travancore-Cochin State ?

Shri Datar : I am not aware of any such agreement having taken place, but I am aware that at an inter-departmental meeting held on the 20th August 1950, the arrangement which is now in force was come to.

Shri Mathew : Has the Minister taken into account these two facts, that according to the Travancore-Cochin Government service regulations, these people would have got full pension, that is, 50 per cent. of their salary, after 25 years' service, whereas according to the rules of service of the Union Government they have to serve for 30 years and even then they would get only three-eights of their salary as pension ?

Shri Datar : We have received some representations on the lines suggested by the hon. Member. Government had already taken the decision in 1950 and now we are examining whether there is any need to modify these rules.

Shri Matthen : In view of the fact that the ex-State employees are denied any promotion even after seven years of integration and their *inter se* seniority has not been fixed, would the Minister please give them the same superannuation period which the P. & T. Department employees are entitled to ?

Shri Datar : I am not aware of the assumption that the hon. Member has made that they are denied promotions.

Shri V. P. Nayar: May I know whether the Home Ministry has received representations from the ex-Anchal employees regarding a uniform policy for the categorisation of posts, equation of posts, and also weightage on past service which have been provided for in the Instrument of Accession of the Travancore-Cochin State ?

Shri Datar : As I have stated, we have received representations and we are examining them.

Gypsum

*1018. **Shri C. R. Narasimhan** : Will the Minister of **Natural Resources and Scientific Research** be pleased to state :

(a) the latest programme for survey and detailed investigation of Gypsum; and

(b) whether there is enough good quality gypsum in the country ?

The Minister of Natural Resources (Shri K. D. Malaviya) : (a) and (b). A statement showing the required information is laid on the Table of the House. [*See* Appendix VI, annexure No. 27].

Shri C. R. Narasimhan : In view of the answer to part (b) which states that good quality of gypsum is known to occur in various parts of the country and that the total reserves estimated are roughly 67.1 million tons, may I know whether the Ministry was consulted when the Sindri Fertilisers purchased lackhs worth of gypsum from Pakistan which was announced in the House recently ?

Shri K. D. Malaviya : The State Trading Corporation have entered into some agreement with the Pakistan Government for import of gypsum, about 1,50,000 tons. It was because of the quality of the gypsum and also because of certain breakdowns in the production of gypsum in Bikaner. More than that I am unable to say. He may put a separate question to the Production Ministry.

Shri C. R. Narasimhan : What will be the policy of the Government in the case of furture needs ?

Shri K. D. Malaviya : As stated in the table, we have got a fairly good quantity of good quality gypsum. If there is any demand from the Production Ministry or any other Ministry, we will be able to help them.

Shri Ramchandra Reddi: May I know whether Andhra, especially Nellore, has been included in this programme of detailed survey for gypsum?

Shri K. D. Malaviya : Yes, Sir. We know that there is a fairly good quantity of gypsum there though we are not sure of its quality. It is likely to be consumed in some of our gypsum-consuming industries.

श्री भक्त दर्शन : इस विवरण से ज्ञात होता है कि गढ़वाल जिले के पनाई-नगरासू क्षेत्र में जिप्सम पाया गया है । क्या मैं जान सकता हूं कि इस बारे में आगे क्या कार्रवाई की जायेगी और कब तक यह जिप्सम काम में आ सकेगा ?

श्री के० डी० मालवीय : हम लोगों ने उसे तलाश करके निकाला है । अब अगर स्टेट गवर्नमेंट को जरूरत होगी और वह हमारी मदद चाहेगी तो उसके उत्पादन में हम मदद कर सकते हैं ।

Shri U. M. Trivedi : How long are we going to import gypsum from Pakistan ?

Shri K. D. Malaviya : I do not know; as I said it may better be addressed to the Production Ministry. I think about 1,50,000 tons of gypsum had been ordered form Pakistan. Perhaps the work that was going in Bikaner would be resumed and things would become normal and then there may not be any need of importing gypsum.

Shri C. R. Narasimhan : May I know whether there are research schemes and other schemes for beneficiation of such of the gypsum as are available in the country, particularly in Trichinopoly ?

Shri K. D. Malaviya : There is no particular scheme for that purpose because we have got sufficiently good quality gypsum, ranging from 90 to 96 per cent. purity.

Central Advisory Board of Physical Education

*1019. **Babu Ramnarayan Singh** : Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 1010 on 22nd August, 1955 and state :

(a) whether the views of the Central Advisory Board of Physical Education have since been received ;

(b) if so, their nature; and

(c) the action that has been taken thereon ?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) and (c). The Board has made no recommendations for the creation of Chairs on Yogic Physical Culture in the Universities.

बाबू रामनारायण सिंह : सैंट्रल बोर्ड आफ फिजिकल एजूकेशन से इस विषय पर राय मांगी गयी थी । तो क्या उन लोगों ने इस विषय पर कुछ भी राय नहीं दी यह मैं जानना चाहता हूं ?

डा० का० ला० श्रीमाली : जी नहीं, फिजिकल एजूकेशन कल्चर की चेअर्स के मुताल्लिक कोई राय नहीं दी है, लेकिन योगिक एक्सरसाइजेज स्कूलों में होनी चाहिए इसके मुताल्लिक कुछ राय दी है ।

बाबू रामनारायण सिंह : पहले प्रश्न के उत्तर में सरकार की तरफ से कहा गया था कि इस विषय पर सैंट्रल बोर्ड आफ फिजिकल एजकेशन विचार कर रहा है और उसकी राय नहीं आयी है । लेकिन आज यह कहा जा रहा है कि कोई राय नहीं है ।

شکشا تتھا پراکرتک سفسادھن اور

ویگیانک گویشنا ملتری (مولانا آزاد): نہیں : انہوں نے کہا کہ اس بارے میں اس نے سفارش نہیں کی ہے -

[**The Minister of Education and Natural Resources and Scientific Research (Maulana Azad)**. : No. They have said that no recommendation has been made in this connection.]

बाबू रामनारायण सिंह : उन्होंने सिफारिश नहीं की, क्या इसका यह मतलब है कि उनका यह कहना है कि इस विषय को विश्वविद्यालयों में न रखा जाये ?

مولانا آزاد : شاید ان کا یہہ خیال ہے کہ یونیورسٹیز میں خاص چیر کھولنے کی ضرورت نہیں ہے -

[**Maulana Azad** : Perhaps they are of the view that there is no necessity of providing a special chair in the Universities.]

Shri T. S. A. Chettiar : If I have understood what the hon. Minister said in Hindi, it seems the Government has accepted the value of yogic exercises and

physical education. What attempts are being made to integrate the two in physical education colleges ?

Dr. K. L. Shrimali : Government has been giving grants to the yogic research institute at Lonavala, Poona during the last three years and a sum of Rs. 1,04,500 has been given. This is the main institution on which the Government is concentrating so for as research is concerned.

Regarding physical exercises and physical education, the Board has made certain recommendations. It has suggested that yogic exercises should be inculded in the physical education curriculum along with the other exercises. Action is being taken in that respect.

Ordnance Factories

*1021. **Shri Hem Raj :** Will the Minister of **Defence** be pleased to state:

(a) the nature of training given to the apprentices who are admitted in the ordnance factories ;

(b) whether any certificates are issued to them after the completion of their training;

(c) if so, the academic value of such certificates; and

(d) whether Government propose to send such apprentices for training to Western Germany ?

The Minister of Defence Organisation (Shri Tyagi) : (a) The apprentices in Ordnance Factories are given both theoretical and practical training in the trades noted below :—

1. General Mechanical Engineering/ Mechanical Engineering.
2. Metallurgy.
3. Chemical Engineering.
4. Leather Technology.
5. Tailoring.
6. Filling (Chemical).
7. Computers.
8. Plumbing.

(b) Yes.

(c) The question of assessing the academic value of certificates awarded to apprentices after passing the prescribed trade tests has not arisen, as all successful trainees are absorbed in the Ordnance Factories themselves.

(d) No, Sir.

श्री हेमराज : अभी हाल ही में जब हमारे प्रधान मंत्री मगरबी जर्मनी गये थे तो वहां की गवर्नमेंट ने उनको यह पेशकश की थी कि वे हमारे यहां के लड़कों को मिकेनिकल इंजिनियरिंग की ट्रेनिंग देने के लिये तैयार हैं । इस बात को ध्यान में रखते हुए, आर्डनेन्स फैक्टरीज में जिन्होंने मिकेनिकल इंजिनियरिंग की ट्रेनिंग हासिल कर ली है, उनको सरकार द्वारा बेहतर ट्रेनिंग देने के लिए मगरबी जर्मनी भेजा जायेगा ?

श्री त्यागी : अभी वहां कितने वजीफे मिलने की बात हुई है इसकी जांच हो रही है । जब गवर्नमेंट अपनी स्कीम मुकम्मल कर लेगी तो इस बात पर विचार किया जायेगा कि आर्डनेंस फैक्टरीज के इंजिनियर्स को भेजने की जरूरत है या नहीं ।

श्री हेमराज : अभी हाल ही में एजूकेशन मिनिस्ट्री की तरफ से एक विज्ञप्ति जारी की गयी है जिसमें लिखा है कि ऐसे लड़कों को ८० छात्रवृत्तियां दी जायेंगी जो कि व्यावहारिक प्रशिक्षण प्राप्त करना चाहते हैं । क्या आर्डनेन्स फैक्टरीज के इंजिनियर्स को ये छात्रवृत्तियां दी जायेंगी ?

श्री त्यागी : ये जो वजीफे दिये जायेंगे ये विद्यार्थियों के लिए हैं और यह सवाल जो है वह उन लोगों के मुताल्लिक है जो कि सर्विस में आ गये हैं और जिन्होंने ट्रेनिंग हासिल कर ली है ।

Public Service (Qualifications and Recruitment) Committee

*1022. **Shri Sadhan Gupta :** Will the Minister of **Education** be pleased to state :

(a) the main features of the report submitted by the Public Service (Qualifications and Recruitment) Committee; and

(b) how far Government have accepted its recommendations ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : (a) and (b). Copies of the Report have been sent to the State Governments and certain concerned Ministries for comments. Decisions will be taken by Government after these comments have been received and considered.

A copy of the Report will then be placed on the Table of the House.

Shri Sadhan Gupta : When was this report sent to the State Governments and by what time are the comments of the

State Governments expected ? Has any State Government sent any comment so far ?

Dr. K. L. Shrimali : The report was submitted early in April, 1956. We sent it to the State Governments on the 8-18th of June and we requested them to furnish their views on the recommendations by the 20th of July, 1956. We sent reminders to the States on the 21st July and to the Ministries of the Government of India on 24th July. We have received some comments from the State Governments ; they are not many. They are : Bhopal, Ajmer, Tripura, Uttar Pradesh, Saurashtra, Coorg. The replies from the other States are still awaited.

Shri Gidwani : Is it a fact that the Committee has recommended that for the recruitment to the junior officers' posts and clerical cadres, university degrees are not necessary ?

Dr. K. L. Shrimali : I shall place the report on the Table of the House. I cannot place the recommendations of the Committee before the House at this stage.

Nagas

*1025. **Shri Gidwani :** Will the Minister of **Home Affairs** be pleased to state :

(a) whether it is a fact that some Nagas were arrested by Karimgunj Police on the Indo-Pakistan Border near Mahishah-Sham about 5 miles from Karimgunj on the 27th July, 1956 ; and

(b) whether it is also a fact that they returned from Dacca without Passport and Visas and had crossed into Indian territory from Latu, Pakistan Border Railway Station ?

The Minister in the Ministry of Home Affairs (Shri Datar) : (a) Two Nagas were arrested on the 26th July, 1956 at Latu by a police patrol party of Latu border outpost which is about five miles from Karimgunj.

(b) Yes.

Shri Gidwani : Has the Government taken any precautions to see that there is no such further infiltration of these people from that area? How did they enter there ?

Shri Datar : Government is taking precautions.

India Office Library

*1026. **Shri D. C. Sharma :** Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 87 on the 20th February, 1956 ; and state :

(a) whether there has been any further correspondence between the Government of India and the U.K. Government regarding the India Office Library ; and

(b) if so, with what results ?

The Deputy Minister of Education (Dr. M. M. Das) : (a) No.

(b) Does not arise.

Shri D. C. Sharma : May I know how long it will take the Government of India to arrive at any agreement with the Government of U.K. with regard to this important question ?

Dr. M. M. Das : Sir, this matter relates not only to the Governments of United Kingdom and India but also to the Government of Pakistan.

Shri D. C. Sharma : May I know what efforts have been made during this time in order to arrive at some agreement ?

Dr. M. M. Das : This question has been put on the floor of this House many times and I think the hon. Member knows all that has been done by the Government of India for this purpose.

सरदार अ० सि० सहगल : जो मोगल राज्यों की तवारीखें थीं वह क्या इंडिया आफिस लाइब्रेरी में हैं, और अगर नहीं हैं तो उन का क्या हुआ ?

Dr. M. M. Das : Not only the remnants of the library of the Moghul Emperors of Delhi are there, but there is also the library of Tippu Sultan. After the fall of Seringapatam the library of Tippu Sultan was taken possession of by the British Army and that was taken to England and kept there.

WRITTEN ANSWERS TO QUESTIONS

Vehicles owned by Manipur Government

*1005. **Shri Rishang Keishing :** Will the Minister of **Home Affairs** be pleased to state :

(a) the number of land-rover vehicles owned by the Manipur Govern-

ment for the use of the Secretariat staff;

(b) whether it is a fact that some of the Secretariat officers have been using the land-rover vehicles as their own private cars ;

(c) if so, whether Government bear the cost of petrol ; and

(d) whether any action has been taken against any officer for the wastage and misuse of the Government money and vehicles ?

The Minister in the Ministry of Home Affairs (Shri Datar) : (a) Out of the 4 staff cars owned by the Manipur Administration, there are two land-rovers but they are not meant for the exclusive use of the secretariat staff.

(b) No.

(c) and (d). Do not arise.

Reservists

*1009. **Shri A. K. Gopalan** : Will the Minister of **Defence** be pleased to state :

(a) whether it is a fact that a large number of service personnel are being sent on reserve service after 10 to 12 years of active service ;

(b) if so, what will be their remuneration while in reserve ;

(c) the steps Government have taken to enable the reservists to secure employment ; and

(d) whether Government are aware of the difficulties of the reservists in securing employment due to the unwillingness of employers to employ them as they are likely to be recalled ?

The Minister of Defence Organisation (Shri Tyagi) : (a) to (c). A statement is laid on the Table. [*See* Appendix VI, annexure No. 28].

(d) Government have received no complaints in the matter.

Technological Training Institute

*1013. **Dr. Ram Subhag Singh** :
Shri Aniruddha Sinha :

Will the Minister of **Education** be pleased to state :

(a) whether it is a fact that West Germany has offered to set up a technological training institute in India, and

(b) if so, whether Government have accepted that offer ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) and (b). Yes, ir.

Students for Studies Abroad

*1014. **Shri Veeraswamy** : Will the Minister of **Education** be pleased to state :

(a) whether it is a fact that recently there has been a selection of students for foreign studies under different schemes of his Ministry during 1956-57 so far ;

(b) if so, the number of students selected and the countries to which they will be sent ;

(c) whether any scheduled caste students have been selected ; and

(d) if not, why ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) Yes, Sir.

(b) Seven ; China, France, Iran, West Germany and Spain.

(c) None.

(d) Selections are made only on merit. There is no reservation for Scheduled Caste students.

Mineral Survey in Orissa

*1017. **Shri Sanganna** : Will the Minister of **Natural Resources and Scientific Research** be pleased to refer to the reply given to Starred Question No. 818 on 20th March, 1956 in respect of Mineral Survey in Orissa and state :

(a) whether any final results have been achieved ; and

(b) if so, what are they ?

The Minister of Natural Resources (Shri K. D. Malaviya) : (a) and (b). A statement giving the available information is laid on the Table of the House. [*See* Appendix VI, annexure No. 29].

Bureaux of Educational and Vocational Guidance

*1020. **Shri M. Islamuddin** : Will the Minister of **Education** be pleased to state :

(a) the names of the States where Bureaux of education and vocational guidance have been set up ;

(b) the year in which they were set up ;

(c) the general progress of their work ; and

(d) the steps that are being taken to popularise them for use among the school leavers and career choosers ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) Educational and Vocational Guidance Bureaux have been set up in the following States :—

1. Bihar.
2. Bombay.
3. Madhya Pradesh.
4. Madhya Bharat.
5. Orissa.
6. Saurashtra.
7. Uttar Pradesh.
8. West Bengal.

(b) to (d). The information is being collected from the respective States and will be laid on the Table of the Lok Sabha as early as possible.

Smuggling

*1023. **Dr. Lanka Sundaram** : Will the Minister of **Finance** be pleased to state :

(a) whether smuggling is going on in Goa not only across the land border but also through country craft, particularly on the Bombay-Mangalore run, the unloading taken place at Betul (in Quepem Mahal) ; and

(b) if so, the steps taken by the Government of India to prevent its continuance ?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) There is reason to believe that a certain amount of smuggling of goods by sea with the help of country craft between places in the West Coast of India and Goa is taking place.

(b) Various and progressively intensive steps are being continuously taken by the Government of India to combat the smuggling to and from Goa through country craft operating on the West Coast of India.

Sales Tax in Travancore-Cochin

*1024. **Shri A. M. Thomas** : Will the Minister of **Finance** be pleased to state :

(a) whether the special committee appointed by the Travancore-Cochin Government to go into the Sales Tax Law of the State has submitted its report ;

(b) if so, its main recommendations ;

(c) whether a copy of the report will be laid on the Table ; and

(d) whether Government has taken any decision on these recommendations ?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) to (b). Information on the subject is being collected from the State Government.

छावनियों का पुनर्गठन

*१०२७. **श्री भक्त दर्शन** : क्या प्रतिरक्षा मंत्री ३ मई, १९५६ के तारांकित प्रश्न संख्या १८९९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या इस बीच लंढौर, नैनीताल पंचमढ़ी और बनारस की छावनियों के पुनर्गठन के बारे में अन्तिम निर्णय कर लिया गया है;

(ख) यदि हां, तो क्या प्रत्येक छावनी से सम्बन्धित निर्णय की प्रति सभा-पटल पर रखी जायेगी;

(ग) यदि कोई निर्णय नहीं किया गया है तो प्रत्येक छावनी के बारे में कब तक अन्तिम निर्णय कर लिया जायेगा; और

(घ) निर्णय होने में देरी के क्या कारण हैं ?

प्रतिरक्षा संगठन मंत्री (श्री त्यागी) : (क) तथा (ख). जी हां । स्थिति इस प्रकार है :—

(१) नैनीताल और पंचमढ़ी छावनियों को जारी रखने का फैसला किया गया है ।

(२) लंढौर छावनी को तोड़ने के सम्बन्ध का प्रस्ताव अभी विचाराधीन है ।

(३) बनारस छावनी को न छोड़ने का फैसला किया गया है । इस छावनी में से एक भाग निकाला जा रहा है । गजैट नोटिफिकेशन अभी तक नहीं निकाला गया है क्योंकि भूमि की हदबन्दी और सीमा के स्तम्भ लगाने का काम पूरा नहीं हुआ है और राज्य सरकार की मंजूरी का भी इंतजार है ।

(ग) आशा की जाती है कि लंढौर छावनी के सम्बन्ध में आखिरी फसला ३ या ४ महीनों में कर लिया जायेगा ।

(घ) लंढौर छावनी से छावनी अधिनियम १९२४ को वापिस लेने का प्रस्ताव एक और प्रस्ताव के साथ मिला हुआ है जिस का सम्बन्ध कुछ वर्तमान भवनों को सैनिक हस्पताल के काम में लाने से है ।

Check on Rise of Prices

*1028. **Pandit D.N. Tiwary:**
Shri Jhulan Sinha:

Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 2367 on the 21st May, 1956 and state:

(a) the extent to which the rise in prices of rice and paddy has been checked as a result of the directive issued by the Reserve Bank of India to the scheduled banks for restricting the advances against paddy and rice stocks; and

(b) whether any of the banks have acted against this directive?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) The directive issued by the Reserve Bank has resulted in a significant reduction of bank advances against paddy and rice, but it is difficult to say, how far it has influenced prices. The price level is governed by several factors, such as the total supply of the commodity and the effective demand for t, which might have neutralised the effect on prices of this reduction in bank advances. The bank finance extended to traders against paddy and rice constitutes less than 5 per cent. of the value of the marketable surplus (taken roughly as one-third of the estimated total production).

(b) Banks generally acted on the directive promptly. Barring a few cases of misunderstanding or misinterpretation of the provisions of the directive, no instance has come to Reserve Bank's notice so far in which a bank was found to have wilfully disregarded the provisions of the directive.

Jet Fighters

*1029. **Shrimati Renu Chakravartty:**
Shri Bogawat:
Shri Raghunath Singh:
Shri Krishnacharya Joshi:
Sardar Iqbal Singh:
Sardar Akarpuri:

Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Government of India have contracted to purchase 110 "Mystere Four" jet fighters from France;

(b) if so, the price of each aircraft; and

(c) how does the price compare with similar aircraft from other countries?

The Minister of Defence Organisation (Shri Tyagi): (a) to (c). Yes; a contract has been signed for the purchase of a certain number of Mystere aircraft from France. It will not be in the public interest to disclose further information in this matter.

Maps of India

*1031. **Sardar Iqbal Singh:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the number and the type of maps of India that have been prepared by the Survey of India during 1953 to 1956; and

(b) whether there is any proposal to supply maps to the Educational Institutions at cheap rates?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) A statement giving the required information is placed on the Table of the House. [*See* Appendix VI, annexure No. 30].

(b) Maps are supplied to Educational Institutions at half price.

Books for Children

*1032. **Ch. Raghubir Singh:** Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 622 on the 12th March, 1956 and state:

(a) whether it is a fact that the Government of India asked the various States to make recommendations for the award of prizes of Rs. 500/- each to authors of the best books for children in all Indian languages;

(b) if so, how many of these prizes were given to the authors recommended by U.P. Government; and

(c) the names of the persons who received these prizes?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

(b) One.

(c) Shri Santosh Narayan Nautiyal.

Post War Services Reconstruction Fund

*1033. **Shri A. K. Gopalan:** Will the Minister of **Defence** be pleased to state:

(a) whether it has come to the notice of Government of India that some of the State Governments have stopped the educational concessions granted to dependents of soldiers and ex-servicemen under the Post War Services Reconstruction Fund;

(b) if so, which State Governments have stopped the concessions;

(c) the reasons therefor; and

(d) whether Government will take measures to restore the concessions ?

The Minister of Defence Organisation (Shri Tyagi): (a) Yes, Sir.

(b) The Bombay, Madras and Mysore Governments.

(c) The concessions were being granted out of the States' shares of the Post War Re-construction Fund, which are diminishing every year. In the States of Madras, Bombay and Mysore, they have become very much attenuated, with the result that the educational concessions which were being financed out of these funds have been partially or wholly withdrawn.

(d) The concessions were being granted by the various State Governments out their shares of the Post War Reconstruction Funds. The question of the Government of India taking measures to restore the concessions does not, therefore, arise.

Library Development

*1034. **Shri Ram Krishan:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that a committee to advise on the expansion of Library Service in the country has been appointed; and

(b) if so, the names of the members appointed ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes.

(b) A Statement is laid on the Table of the House. [*See* Appendix VI, annexure No. 31].

Loan from International Bank

*1035. **Shri R. P. Garg:** Will the Minister of **Finance** be pleased to state the amount of loan including the interest that has been paid back to the International Bank for Reconstruction and Development out of the loan of about Rs. 15 crores granted to the Indian Iron and Steel Company Limited in 1952 ?

The Deputy Minister of Finance (Shri B. R. Bhagat): The Indian Iron & Steel Company has paid Rs. 40.50 lakhs upto 15.4.56 as Commitment & Interest Charges to the International Bank for Reconstruction and Development. The repayment of Principal will start from 15th April 1959.

Standard History of India

*1036. **Shri Madiah Gowda :** Will the Minister of **Education** be pleased to state:

(a) whether Government have appointed a Committee to write a standard History of India which can be used by the writers of different languages to prepare history text books, for various grades of education; and

(b) if not, whether Government intend appointing one in near future ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). No, Sir.

Chirandi Excavations

*1037. **Dr. Ram Subhag Singh:**
Shri Radha Raman:

Will the Minister of **Education** be pleased to state:

(a) whether Government are aware that an image of Parvati of the post Gupta period has been excavated for the first time in the Gangetic plain in Chirandi village about seven miles from Chapra (Bihar);

(b) if so, what other antiquities have been discovered there; and

(c) whether further excavations of that site will be undertaken ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) to (c). The information is being collected and will be laid on the Table of the House in due course.

Tribal Students

*1038. **Shri Dasaratha Deb:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the unsuccessful Tribal students in the last Matriculation Examination have not been admitted by the schools, in Tripura again this year; and

(b) if so, the measures Government propose to take to facilitate those tribal students to reappear in the Matriculation Examination ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). The information is being collected and will be laid on the Table of the House in due course.

Central Advisory Board of Physical Education

*1039. **Babu Ramnarayan Singh:**
Thakur Jugal Kishore Sinha:
Shri Asthana:

Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 1008 on the 22nd August, 1955 and state:

(a) the names with designations of the personnel of the Sub-Committee of the Central Advisory Board of Physical Education;

(b) the basis on which these were selected to work;

(c) the antecedents of the members of the sub-Committee; and

(d) the names of the Universities, which have so far accepted their recommendations?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) A Statement is placed on the Table of the House. [*See* Appendix VI, annexure No. 32].

(b) The members of the Sub-Committee for preparing Syllabus for Boys were selected by the Board from amongst its own members and for the Girls' Syllabus women experts on Physical Education were coopted.

(c) Each one of the members has to his or her credit several years of experience in the field of education.

(d) At present the Syllabus is prepared for the schools from Primary to Higher Secondary stage. As such reference to the Universities is not considered necessary at this stage.

Grants in-aid for Welfare Works

*1040. **Shri Sanganna:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 2662 on 29th May, 1956 and state:

(a) whether proposals for grants-in-aid for welfare works called for from the different States have since been received; and

(b) if so, whether they have been approved?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) Proposals have been received from most of the States.

(b) Except in regard to a few States whose proposals are still under consideration, the schemes as proposed by the State Governments for the Welfare of the children of backward classes, have been approved.

Wireless Transmitter at Bhopal

*1041. **Dr. Satyawadi:**
Pandit C. N. Malviya:

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 1924 on the 3rd May, 1956 and state the result of the prosecution in connection with the alleged recovery of a radio transmitter at Bhopal from some Pakistani agent?

The Minister in the Ministry of Home Affairs (Shri Datar): The case was not presented in court as it could not be definitely established that the radio apparatus was capable of being used to transmit messages.

Pro-Pakistan Propaganda

*1042. **Shri Gidwani:**
Shri Dabhi:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether the attention of Government has been drawn to the communique issued by the Kashmir Government and Press interview given by the Chief Minister of that State in Delhi that pamphlets and statements issued from time to time from Delhi are being made use of by the Pakistan Press and Radio and they are published in the Pakistan Press even before they reach those to whom they are actually addressed and that the matter concerns the Government of India and it is for them to see whether any action was necessary;

(b) whether Government have considered the above communique and the statements; and

(c) if so the action proposed to be taken in the matter?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) to (c). Yes, Sir; apart from the communique issued by the Jammu and Kashmir Government and the Press interview given by the Prime Minister of that State, Government also have had information about the pamphlets and statements which are being issued from time to time by certain persons from Delhi. The Hon'ble Member will, however, realise that under our laws, a great deal of freedom is permissible even to propaganda of this type. I shall, however, keep the matter under review for any further action that may be necessary.

Smuggled Goods

*1043. **Shri D. C. Sharma:** Will the Minister of **Finance** be pleased to state:

(a) the value of contraband goods seized while being smuggled into India

from Goa since February 1956, month-wise; and

(b) the action taken against the smugglers?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) A statement showing the value of contraband goods seized while being smuggled into India from Goa since February, 1956, month-wise (upto June 1956), is placed on the Table of the House. [*See* Appendix VI, annexure No. 33].

(b) Suitable penalties prescribed under the Customs Law on the smugglers including confiscation of the smuggled articles have been already imposed in certain cases by competent officers of Customs. In some other cases departmental proceedings have been initiated under the Customs Law which enables confiscation of the goods seized in addition to imposition of penalties not exceeding three times the value of the goods, on the offenders. Prosecution is also undertaken as a further deterrent in suitable cases.

Steel

*1044. **Pandit D. N. Tiwary:** Will the Minister of **Defence** be pleased to lay on the Table a statement showing:

(a) the total productions of spring and alloy steels from Ordnance Factories in 1955-56; and

(b) quantity sold to Government Departments and private sector?

The Minister of Defence Organisation (Shri Tyagi): (a) Approximately 6,600 tons Spring and 650 tons Alloy Steels.

(b) *Govt. Deptts. Private Sector* (including Defence Services). *tons.*

Spring Steel (Billets)	360 tons approx.	6,240 approx.
Alloy Steel (Billets)	580 tons approx.	60 approx.

विदेशी बैंकों में जमा धन

*१०४५. श्री रघुनाथ सिंह : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि इस समय विदेशी बैंकों में भारत सरकार और राज्य सरकारों का कितना धन जमा है ?

वित्त उपमंत्री (श्री ब० रा० भगत) : राज्य सरकारों का विदेशी बैंकों में कोई रुपया जमा नहीं है । विदेश स्थित भारतीय मिशन अपना रुपया विदेशी बैंकों में रखते हैं किन्तु ठीक ठीक रकम के बारे में हमारे पास अभी कोई सूचना नहीं है ।

Auxiliary Air Force

*1046. **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of **Defence** be pleased to state:

(a) the total number of applications received for recruitment to Auxiliary Air Force Squadron during 1956 so far; and

(b) the total number of persons selected?

The Minister of Defence Organisation (Shri Tyagi): (a) 1080.

(b) 60.

Multi-purpose Projects

*1047. **Shri Sanganna:** Will the Minister of **Home Affairs** be pleased to refer to reply given to Starred Question No. 2654 on the 29th May, 1956 and state:

(a) whether the schemes in respect of Multi-purpose Projects in Tribal and Scheduled Areas have been finalised;

(b) if so, the estimated cost of projects for each State; and

(c) when they will be implemented?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) A Statement giving the required information is laid on the Table of the House. [*See* Appendix VI, annexure No. 34].

(c) The projects will be implemented as soon as the detailed proposals have been received from the State Governments and sanctioned.

Cultural Delegations

*1048. **Shrimati Renu Chakravartty:**
Shri D. C. Sharma:
Shri Sanganna:

Will the Minister of **Education** be pleased to state:

(a) the method adopted in choosing members of the Indian Cultural Delegations visiting the U.S.S.R. and all the Eastern People's Democratic Republics;

(b) whether any adverse press comments of their performance in Delhi have been brought to the notice of Government; and

(c) the steps Government propose to take to ensure that the best talents are sent abroad on such important goodwill and cultural delegations?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) As usual, members of the delegation are selected by Government.

(b) Yes.

(c) Opinions expressed by competent persons and organisations and actual performance of artistes included in delegation are taken into account when making selection for subsequent delegations.

Police Vehicles

*1049. **Dr. Satyawadi** : Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 1745 on the 3rd May, 1956 and state;

(a) whether Government have since passed final orders on the representations of the police officers from whom recoveries on account of petrol consumption were due; and

(b) if so, the stage at which the said recoveries stand at present ?

The Minister in the Ministry of Home Affairs (Shri Datar) : (a) The matter is still under the consideration of Government.

(b) Does not arise.

Development of Hindi

604. **Shri Ram Krishan** : Will the Minister of **Education** be pleased to state the total amount to be spent for the development of Hindi during 1956-57 and the 2nd Five Year Plan period, State-wise ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : A statement showing the amounts included in the 'Approved Plans' of the various non-Hindi speaking State Governments for the propagation of Hindi for 1956-57 and for the entire Plan Period as available till date is placed on the Table of the House. [*See* Appendix VI, annexure No. 35]. The Central Government on their part have included a sum of Rs. 197·02 lakhs for the entire Plan period, out of which Rs. 28·00 lakhs have been provided in the budget for 1956-57.

Regional Languages

605. **Shri Ram Krishan** : Will the Minister of **Education** be pleased to state the total amount to be spent for the development of Regional Languages during 1956-57 and the 2nd Five Year Plan period, State-wise ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : A provision of Rs. 2 lakhs has been made by the Government of India to be spent during 1956-57 on the development of Regional languages excluding Hindi but including English. A sum of Rs. 20 lakhs has been allotted for this purpose in the Second Plan period but no State-wise allocation is proposed to be made at present.

Public Schools

606. **Shri Ram Krishan** : Will the Minister of **Education** be pleased to state the total amount of grant paid by Government to public schools, during 1954-55 and 1955-56, school-wise ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : A Statement giving the required information is laid on the Table of the House. [*See* Appendix VI, annexure No. 36].

Unlicensed Arms

607. **Shri Bheekha Bhai** : Will the Minister of **Home Affairs** be pleased to state:

(a) the total number of cases registered under the Arms Act for having guns without licenses or without proper licenses during the year 1955-56; and

(b) the number of cases in which guns were forfeited to the State during the same period ?

The Minister in the Ministry of Home Affairs (Shri Datar) : A statement showing the requisite information in respect of the States from whom replies have so far been received is laid on the Table of the House. [*See* Appendix VI, annexure No. 37] Information in respect of other States will be laid on the Table of the House on receipt.

Indian Economic Insurance Co., Ltd.

608. { **Shri Ramananda Das:** / **Shri Balmiki:**

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the Custodian of the Indian Economic Insurance Co. entered into an agreement 'Bina Nawa' with the displaced persons for their settlement on the land held by the Custodian of the said Insurance of Khardaland;

(b) if so, the number of displaced persons whose registration was completed for the land in question; and

(c) whether Government will expedite the registration of the remaining land to the *bona fide* displaced persons on payment of requisite sums ?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) and (b). The Indian Economic

Insurance Company agreed in March 1955 to sell to the displaced persons under a scheme all the 129 plots into which the Company's land at Kharda was divided. The Company entered into an agreement with a Sanghatan on behalf of the displaced persons. Agreement for actual sale of land could be completed in only 10 cases, as the rest were not able to find necessary funds.

(c) The matter is under further consideration as the original plan of the Company has been upset because 98 persons who were to participate in the scheme were not able to obtain necessary funds.

Aid to Political Sufferers

609. Shri Dasaratha Deb: Will the Minister of **Home Affairs** be pleased to state:

(a) whether any monetary aid was given to the political sufferers in Tripura during 1955-56;

(b) if so, the number of such cases;

(c) how many petitions from Tripura have been received during this period asking for such aid; and

(d) the number of cases rejected or pending till now?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

(c) None.

(d) Does not arise.

Scheduled Caste Applicants in Tripura

610. Shri Dasaratha Deb: Will the Minister of **Home Affairs** be pleased to state:

(a) the number of applicants from the Scheduled Castes for the Gazetted posts, in the Government services in Tripura during 1955 and 1956 so far; and

(b) the number of persons who have been appointed so far?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) and (b). No members of the Scheduled Castes applied for gazetted posts during 1955 and none were appointed in that year. Information regarding the applications received and the appointments made from among the Scheduled Castes during the year 1956 so far, is being collected and will be laid on the Table of the House in due course.

Minerals

611. Shri V. P. Nayar : Will the Minister of **Natural Resources and Scientific Research** be pleased to lay on the Table a statement showing the following details of minerals found in Kerala during 1955-56:

1. Name of Mineral;
2. Estimated Quantity available;
3. Quantity extracted annually; and
4. The year in which the estimate was made?

The Minister of Natural Resources (Shri K. D. Malaviya): Production figures of minerals in 1955-56 will be placed on the Table as soon as available.

Lignite

613. Shri V. P. Nayar: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the position of Kerala, as known today, in the availability of Lignite;

(b) whether any detailed investigations have been made of formations known to contain Lignite; and

(c) if so, the details of such investigations?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) to (c). A statement giving the information available is laid on the Table of the House. [*See* Appendix VI, annexure No. 38].

Graphite

614. Shri V. P. Nayar: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the quantity of graphite, if any, estimated to be available in Kerala; and

(b) how much of Graphite is now being extracted annually?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) The reserves of graphite have not yet been estimated in Kerala.

(b) Practically the whole of Indian production of graphite before 1912 came from South Travancore, where the average output used to be about 13,000 tons annually. Owing to the difficulty of working at increased depths, and perhaps other reasons, the mines were no longer found to be economical and were ultimately shut down in 1912. Since 1912, no production of graphite from the Kerala areas has been reported, though it is known that a very small deposit near Trivandrum was worked during the War years (1941-45) the production from which may have been only a few tons.

Geological Investigations

615. Shri V. P. Nayar: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) how many geologists or teams of Geologists of the Government of India are currently working in the Travancore-Cochin State; and

(b) the subjects of their investigation?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) One geologist worked in the Travancore-Cochin State during the field season 1955-56. At present, no one is working there.

(b) During the field season 1955-56, the geologist studied ground water problems in certain areas in connection with the question of suitability of the area for tube-wells.

Assam Oil Company

616. Shri Rishang Keishing: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the total production of crude oil and refined oil from the Digboi and the Naharkatia oil fields at present; and

(b) the total area of land over which the Assam Oil Company has been granted (i) lease and for how many years and (ii) licence to prospect for oil?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) Information is being collected and will be laid on the Table of the House as soon as possible.

(b) A Statement giving the required information is laid on the Table of the House. [*See* Appendix VI, annexure No. 39].

Post-Matric Scholarships

617. Shri N. B. Chowdhury: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that representations have been made to Government asking for the extension of time for submission of applications for Post-Matric Scholarships for Scheduled Castes, Tribes and other Backward Classes; and

(b) if so, the action taken thereon?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

(b) It has been decided to accept all the applications received upto 15th August, 1956.

N. C. C.

618. {Shri Radha Raman: / Pandit D. N. Tiwary:

Will the Minister of **Defence** be pleased to refer to the reply given to Unstarred Question No. 803 on the 9th April, 1956 and state:

(a) whether the plan of further expansion of N.C.C. during the Second Five Year Plan has been finalised; and

(b) if so, the details of its expansion?

The Minister of Defence Organisation (Shri Tyagi): (a) Yes, the plan of expansion approved by the Planning Commission has been forwarded to the State Governments who are required to meet a part of the expenditure.

(b) The proposal is to expand by about 30,000 cadets a year. This will enable the allotment of at least one unit to every college. It provides for a substantial increase in the Girls Division.

National Plan Certificates

619. Shri D. C. Sharma: Will the Minister of **Finance** be pleased to state:

(a) the total value of National Plan Certificates sold since the 1st March, 1956; and

(b) the total amount collected through the agents and agent organisations?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) Rs. 4·5 crores approximately during March to July 1956.

(b) Agents sell both National Savings Certificates and National Plan Certificates. Separate figures of each are not available. Excluding direct sales at the Post Offices, the Sales of both types of Certificates through agents during March to May, 1956 amounted to about Rs. 3·7 crores.

Wind-mills

620. Shri D. C. Sharma: Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether it is a fact that the Government of India proposed to instal Windmills in the District of Kangra during the Second Five Year Plan?

The Minister of Natural Resources (Shri K. D. Malaviya): It is proposed to carry out during the Second Five Year Plan period detailed surveys of wind velocities at different localities with reference to local conditions. Sites for installation of experimental windmills will

be selected after the survey has been completed.

Women and Children Welfare Schemes in PEPSU

621. Shri Ram Krishan: Will the Minister of **Education** be pleased to state the detailed Scheme formulated for welfare of women and children in PEPSU by the State Social Welfare Advisory Board for the year 1956-57?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): A statement giving the requisite information is laid on the Table of the Lok Sabha [*See* Appendix VI, annexure No. 40]

Investment in Private Companies

622. Shri Jhulan Sinha : Will the Minister of **Finance** be pleased to state:

(a) the total amount invested by Government up-to-date in the shares of the private companies; and

(b) the total amount of net profit earned out of those investments?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): The information is being collected and will be laid on the Table of the House as soon as it is available.

Cyclone in Travancore-Cochin State

623. Shri A. K. Gopalan: Will the Minister of **Home Affairs** be pleased to state the steps taken by Government (both Central and State) with regard to the loss of lives and property at Cherpu (in T. C. State) because of Cyclone on the 13th June, 1956?

The Minister in the Ministry of Home Affairs (Shri Datar:) There has been no loss of lives. Rice has been distributed free to the poor people who are rendered homeless and free grants have been given to those whose houses were destroyed. A sum of Rs. 20,000/- has also been given to State from prime Minister's National Relief Fund.

Gold Mines

624. Sardar Iqbal Singh: Will the Minister of **Natural Resources and Scientific Reserch** be pleased to state:

(a) the names and the number of Gold Mines inspected during 1956; and

(b) the nature of reports?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) and (b). A Statement showing the required information is laid on the Table of the House. [*See* Appendix VI, annexure No. 41].

Secondary Education

625. Shri D. C. Sharma: Will the Minister of **Education** be pleased to state:

(a) whether the Central Government have made a provision in the Budget of 1956-57 for making grants to State Governments for the expansion of Secondary Education;

(b) if so, the amount thereof; and

(c) the State-wise break-up of these figures?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

(b) and (c). A total provision of Rs. 3·4 crores has been made in the current year's budget, the greater part of which will be utilised for grants to States for Secondary Education schemes. It is not possible to give state-wise figures of grants as this will depend on the proposals to be actually implemented by States during 1956-57.

All India Federation of Educational Associations

626. Shri D. C. Sharma: Will the Minister of **Education** be pleased to state:

(a) in what way the co-operation of the All India Federation of Educational Associations was enlisted by the Government in the field of social education; and

(b) how it was associated in the various Seminars and Conferences convened by the Government?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) The co-operation of the All India Federation of Educational Associations has not been enlisted for any project in the field of Social Education.

(b) Does not arise.

Audio-Visual Education

627. Shri Ram Krishan: will the Minister of **Education** be pleased to state:

(a) whether the scheme of Audio-Visual education for the Second Five Year Plan period has been finalised; and

(b) if so, the main features thereof?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

(b) A Statement is laid ont he Table of of the House. [*See* appendix VI annexure No. 42]

Naval Research

628. Shri D. C. Sharma: Will the Minister of **Defence** be pleased to state:

(a) whether a research wing has been organised for the benefit of Indian Navy; and

(b) if so, the estimated expenditure on it for the year 1956-57?

The Minister of Defence Organisation (Shri Tyagi) (a) Yes, Sir.

(b) The estimtaed expenditure is Rs. 3,65,000/-.

Territorial Army

629. Shri D. C. Sharma : Will the Minister of **Defence** be pleased to state the number of Government employees in PEPSU who have joined the Territorial Army ?

The Minister of Defence Organisation (Shri Tyagi) : 27.

Protected Monuments in Punjab and PEPSU

630. {Sardar Iqbal Singh : / Sardar Akarpuri :

Will the Minister of **Education** be pleased to state :

(a) the number of protected monuments and places where these monuments are situated in PEPSU;

(b) whether there is any proposal for improvement in the maintenance standard of protected monuments in the States of Punjab and PEPSU; and

(c) if so, the details thereof ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) Attention is invited to "The Ancient and Historical Monuments and Archaeological Sites and Remains (Declaration of National Importance) Act, 1951.

(b) and (c). The protected monuments of national importance in the States of Punjab and PEPSU are already receiving their due share of attention in the same way as other protected monuments in the rest of India, and no general proposal for improvement is considered necessary nor is it feasible, as each monument has to be considered separately depending on its needs.

Archaeological Excavations in Bhatinda

631. {Sardar Iqbal Singh : / Sardar Akarpuri :

Will the Minister of **Education** be pleased to state :

(a) whether ancient relics of great historical importance relating to pre-Christian period have been recently found at the Fort town of Bhatinda in PEPSU;

(b) whether further excavations will be undertaken in the area by the Archaeological Department ; and

(c) the details of these finds ?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Voters Lists

632. {Sardar Iqbal Singh : / Sardar Akarpuri :

Will the Minister of **Law** be pleased to state :

(a) whether it is a fact that the names of thousands of Scheduled Castes living in the villages of Punjab have not been included in the voters list ; and

(b) if so, the action Government propose to take in this direction ?

The Minister of Legal Affairs (Shri Pataskar) : The information is being collected and will be laid on the Table of the House in due course.

Multipurpose Schools in Punjab and PEPSU

633. {Sardar Iqbal Singh : / Sardar Akarpuri :

Will the Minister of **Education** be pleased to state :

(a) the names of places where multipurpose schools are to be opened in Punjab and PEPSU during 1956-57;

(b) the names of special subjects that are to be taught in these schools; and

(c) the amount of grant-in-aid sanctioned for the purpose to Punjab and PEPSU by the Central Government.

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) The Punjab Government have intimated that the places have not been selected so far, while the Pepsu Government do not propose to open any multipurpose school during 1956-57.

(b) So far as Punjab is concerned, the following 18 diversified courses are to be introduced in selected Government High Schools—

3 Science
3 Technical

3 Commerce
3 Agriculture
3 Fine Arts
3 Home Science.

In the case of Pepsu, the question does not arise.

(c) A grant of Rs. 14,06,487/- has been sanctioned as Centre's share in favour of Punjab Government of which only half the amount (Rs. 7,03,244/-) has so far been released. No proposals from Pepsu have been received as yet.

Auditing of Accounts of Statutory Bodies

634. **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 2504 on the 25th May, 1956 and state how the matter now stands with regard to the proposal to provide for the statutory auditing of accounts of the Indian Council of Agricultural Research and the Indian Council of Scientific and Industrial Research by the Auditor General?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah) : The question of comprehensive legislation for statutory audit of such undertakings is still under consideration. Meanwhile, audit of the accounts of the Indian Council of Agricultural Research and the Indian Council of Scientific and Industrial Research is being conducted by the Comptroller and Auditor General of India, on a 'consent' basis.

Unclaimed Deposits in Banks

635. **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of **Finance** be pleased to state the total amount of unclaimed deposits lying with the different banks in India as on the 31st March, 1956?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha) : Under Section 26 of the Banking Companies Act, 1949 at the end of each calendar year the banks furnish to the Reserve Bank of India a return of all accounts in India which have not been operated upon for ten years. It is, therefore, not possible to furnish the amount of unclaimed deposits lying with different banks in India on the 31st March, 1956. The total amount of unclaimed deposits with banks as on 31st December, 1955 was Rs. 1·81 crores.

Recruitment of Government Officers

636. **Shri Radha Raman:** Will the Mintister of **Home Affairs** be pleased to state:

(a) whether Officers recruited otherwise than through the competitive examinations or not possessing qualified War Service have been absorbed against permanent vacancies and given seniority over candidates recruited through regular competitive examinations;

(b) if so, on what basis this has been done and how many such cases have occurred in respect of pre-1945 and post-1945 vacancies;

(c) how many of the Officers recruited during 1942—45 on purely temporary basis without guarantee of absorption in the permanent cadre and those who have rendered qualified War Service have been absorbed during the period 1946-47 to 1951-52 year-wise;

(d) whether their years of allotment have been indicated in the Seniority list issued by the Ministry; and

(e) if not, why not and when these will be indicated?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) to (e): The required information is being collected and will be laid on the Table of the House.

I. P. S. Examinations

637. **Shri D. C. Sharma:**
Shri Veeraswamy:

Will the Minister of **Home Affairs** be pleased to state:

(a) the number of scheduled caste candidates who appeared in the last I.P.S. Examination;

(b) the number of those who qualified; and

(c) the number of those who were appointed?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) 50.

(b) 5.

(c) One of the five candidates has already been appointed to the I.A.S. Subject to their being otherwise suitable, the other four candidates are also being considered for appointment to the I.P.S., irrespective of their ranking in the merit list.

Jama Masjid

638. **Shri D. C. Sharma:** Will the Minister of **Education** be pleased to state:

(a) the amount spent on the maintenance of the Jama Masjid during the three years ending 1955-56; and

(b) the amount to be spent during 1956-57?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). The Jama Masjid at Delhi to which it is presumed the question refers, is not maintained by the Government of India, who have however

incurred an expenditure of Rs. 17,002/- in carrying out certain Special Repairs during February and March, 1956, and propose to spend a sum of Rs. 36,000/- during the current financial year. The expenditure is inclusive of the pay and allowances of the staff employed.

अनुसूचित जातियों को छात्रवृत्तियां

६३९. श्री बादशाह गुप्त : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि अनुसूचित जातियों के विद्यार्थियों को सरकार पिछले वर्ष की अपेक्षा १९५६-५७ में अधिक छात्रवृत्तियां देने वाली है ?

शिक्षा तथा प्राकृतिक संसाधन और वैज्ञानिक गवेषणा मंत्री (मौलाना आजाद) : सरकार ने, १९५६-५७ में, अनुसूचित जाति के समस्त योग्य छात्रों को छात्रवृत्ति देने का निश्चय किया है। छात्रवृत्तियों की संख्या समय पर अर्थात् १५ अगस्त, १९५६ तक योग्य छात्रों से प्राप्त प्रार्थनापत्रों की संख्या पर निर्भर करती है ।

दिल्ली की मतदाता-सूची

६४०. श्री प० ला० बाष्पाल : क्या विधि मंत्री २१ अप्रैल, १९५६ के तारांकित प्रश्न संख्या १६२८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली की ईदगाह के सामने झण्डेवालान में रहने वाले लगभग चार हजार मजदूरों के नाम मतदाता सूची में शामिल नहीं किये गये हैं; और

(ख) यदि हां, तो इनके नाम मतदाता-सूची में पंजीबद्ध (रजिस्टर) कराने के लिये सरकार क्या कार्यवाही करेगी ?

विधि कार्य मंत्री (श्री पाडस्कर) : (क) तथा (ख). सूचना एकत्र की जा रही है, और उचित समय में सभा के पटल पर रख दी जायेगी ।

Flood Relief

641. Shri N. B. Chowdhury: Will the Minister of **Finance** be pleased to lay a statement on the Table of the Sabha showing the names of States which have applied for the usual Central assistance in respect of expenditure to be incurred by them for various kind of relief works due to flood, drought, famine or scarcity condition during the financial year 1956-57 and the amounts granted to them so far?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): No request for Central assistance on the prescribed pattern has so far been received from any State in respect of expenditure to be incurred by them on floods, drought etc. occurring during the current financial year.

Yoga Ashram

642. { Babu Ramnarayan Singh: / Thakur Jugal Kishore Sinha: / Shri Asthana:

Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 2475 on the 29th May, 1956 and state:

(a) whether the scheme submitted b the Yoga Prasar Samiti, Yoga Ashram, New Delhi has been considered; and

(b) if so, the action that has been taken by Government in this respect?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad) : (a) and (b). The Government has received a scheme from the Samiti, but has not yet considered it as the Samiti is not sure of retaining the present land, the lease of which is due to expire during the current year.

Burglaries in Tripura

643. Shri Biren Dutt: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the cases of burglary have increased in Tripura; and

(b) if so, the steps Government are considering to curb them?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

Central Excise Department

644. Shri I. Eacharan: Will the Minister of **Finance** be pleased to state:

(a) the number of candidates recruited as supervisors and Inspectors in Madras Circle of the Central Excise Department during the year 1955-56;

(b) the number of vacancies reserved for the Schedule Castes and the actual number recruited during the period; and

(c) the number of existing vacancies of Supervisors reserved for Scheduled Castes in the Circle and the efforts made to recruit the full quota?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha) : (a) Nil.

(b) Nil.

(c) 10 as on 31-12-55.

It is hoped that these vacancies would be filled by recruitment made in the year 1956-57. Certain further details are awaited from the Collector of Central Excise, Madras and would be laid on the Table of the House as soon as these are received.

अल्प बचत योजना

६४५. **श्री लू० चं० सोधिया** : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) चालू वर्ष में अल्प बचत योजना संगठन का केन्द्रीय और राज्य स्तर पर किस सीमा तक विस्तार किया गया है;

(ख) इस समय केन्द्र तथा राज्यों में इस संगठन में कुल कितने वैतनिक कर्मचारी हैं;

(ग) कमीशन के आधार पर कार्य करने वाले व्यक्तियों और संस्थाओं की संख्या कितनी है और कमीशन की प्रतिशत दर क्या है; और

(घ) १ अप्रैल, १९५६ से लेकर ३१ जुलाई, १९५६ तक की अवधि में बेचे गये विभिन्न रकमों के सार्टिफिकटों से कुल कितनी राशि प्राप्त हुई है ?

राजस्व और प्रतिरक्षा व्यय मंत्री (श्री अ० चं० गुह): (क) तथा (ख). राष्ट्रीय बचत संगठन एक केन्द्रीय संगठन है जिसका एक मुख्यालय है और राज्यों में प्रादेशिक कार्यालय हैं। वेतन पाने वाले अधिकारियों की कुल संख्या १०५८ है जिसमें से ६८ मुख्यालय में और ९९० प्रादेशिक कार्यालयों में काम कर रहे हैं। चालू वर्ष में स्वीकृत पदों की संख्या में १३१ की वृद्धि हुई है—३ की मुख्यालय में और १२८ की प्रादेशिक कार्यालयों में।

(ग)

व्यक्ति	२२,१०७
संस्थायें	४४८
कमीशन	१.१/२ प्रतिशत

(घ) चालू वित्तीय वर्ष में जुलाई १९५६ के अन्त तक कुल जितनी रक़म इकट्ठी हुई, और जिसमें एजेन्टों और एजेन्ट संगठनों द्वारा इकट्ठी की गयी रक़म शामिल है, उसका ब्योरा इस प्रकार है :—

(लाख रुपयों में)

राष्ट्रीय बचत सार्टिफिकेट	७,०७
राष्ट्रीय आयोजना सार्टिफिकेट	३,२९
राजकोष बचत जमा सार्टिफिकेट	१,१७
वार्षिकी सार्टिफिकेट	१२
डाकखाना बचत बैंक	११,८१
जोड़	२३,४६

मध्य भारत में छावनियां

६४६. **श्री अमर सिंह डामर** : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य भारत में कौन कौन सी छावनियां हैं; और

(ख) किन-किन छावनियों की सीमाओं के भीतर किराया नियंत्रण अधिनियम लागू है ?

प्रतिरक्षा संगठन मंत्री (श्री त्यागी) : (क) महू तथा मोरार (ग्वालियर)।

(ख) कोई नहीं।

अफीम की खेती

६४७. **श्री अमर सिंह डामर** : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५५-५६ में मध्य भारत में कितने एकड़ भूमि में अफीम की खेती की गयी थी; और

(ख) वर्ष १९५६-५७ में कुल कितने एकड़ भूमि में इसकी खेती होने का अनुमान है ?

राजस्व और प्रतिरक्षा व्यय मंत्री (श्री अ० चं० गुह) : (क) १९५५-५६

मध्य भारत में १८,५३५ एकड़ भूमि में पोस्त की खेती की गयी थी ।

(ख) अभी यह निश्चित नहीं किया गया कि १९५६-५७ में मध्य भारत में कितने एकड़ भूमि में पोस्त की खेती होगी किन्तु १९५५-५६ की अपेक्षा १९५६-५७ में कम खेती होने की सम्भावना नहीं है ।

मांडू का किला

६४८. **श्री अमर सिंह डामर** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य भारत के धार जिले में स्थित मांडू के किले के रख-रखाव और परक्षण के लिये केन्द्रीय सरकार ने १९५६-५७ में कितना धन मंजूर किया है; और

(ख) मध्य भारत के ऐसे ऐतिहासिक स्मारकों की संख्या कितनी है जिन की देख-रेख केन्द्रीय सरकार स्वयं करती है अथवा जिनकी देख-रेख के लिये वित्तीय सहायता देती है ?

शिक्षा तथा प्राकृतिक संसाधन और वैज्ञानिक गवेषणा मंत्री (मौलाना आज़ाद) : (क) यह जानकारी इकट्ठी की जा रही है और यथा समय सभा पटल पर रख दी जायेगी ।

(ख) "प्राचीन और ऐतिहासिक स्मारकों तथा पुरातत्व सम्बन्धी स्थानों और अवशेषों (राष्ट्रीय महत्व की घोषणा), कानून १९५१" जो मध्य भारत में राष्ट्रीय महत्व के स्मारकों की सूची बताता है, की ओर ध्यान आकर्षित किया जाता है । उन स्मारकों को जो राष्ट्रीय महत्व के घोषित नहीं किये गये हैं कोई वित्तीय सहायता केन्द्रीय सरकार ने नहीं दी है ।

Earth Tremors at Sehore

649. { **Pandit C. N. Malviya:**
Shri Raghunath Singh:

Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether Government of Bhopal has requested the Government of India to send an expert to the city of Sehore in the Bhopal State for examining the causes of tremors which have been felt during the month of July, 1956;

(b) if so, whether the Government of India have sent any expert; and

(c) the result of the examination ?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) and (b). Yes.

(c) The report of the expert is awaited and the same will be laid on the Table of the House when received.

I. A. S. Emergency Recruitment

650. **Shri D. C. Sharma:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether there is any proposal to postpone the I.A.S. examination under the emergency recruitment scheme scheduled to be held in September, 1956; and

(b) if so, when the examination is likely to be held ?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) Sometime in December, 1956.

Life Insurance Corporation

651. **Shri Aniruddha Sinha:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that under the Eastern Zone of the Life Insurance Corporation of India, the Divisional offices for Bihar are to be located at Calcutta for some time; and

(b) if so, the reasons therefor ?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) No. Sir.

(b) Does not arise.

Allowances to Armed Forces Personnel

652. **Shri Achuthan:** Will the Minister of **Defence** be pleased to state the allowance that is given for incidental expenses on account of permanent transfers from Bangalore to Delhi to (i) Junior Commissioned Officers (with family) (ii) Lieutenants and (iii) Civilian equivalents of Junior Commissioned Officers in the Indian Air Force ?

The Minister of Defence Organisation (Shri Tyagi): (i) Rs. 6/- or Rs. 8/- at the rate of Rs. 2/- per diem as ration money for the journey period depending upon the train timings. Incidental expenses are not admissible to them like their civilian counterparts or Commissioned Officers, as their terms and conditions of service are different.

(ii) Rs. 395/12/- at the rate of annas four per mile.

(iii) (a) Those who get over Rs. 200/- p.m. but less than Rs. 750/- p. m. as pay Rs. 263/13/- at the rate of 32 pies per mile.

(b) Those who get less than Rs. 200/- p. m. as pay Rs. 131/-15/- at the rate of 16 pies per mile.

DAILY DIGEST

[MONDAY, 13TH AUGUST, 1956

		Columns
	Oral Answers to Questions	1131—60
S.Q. No.	*Subject*	
994	Indian Navy	1131-32
995	National Committee on Early Childhood Education	1132—34
996	Security Deposits of Service Personnel in Pakistan	1134-35
997	Aid from Newzealand	1135-36
998	Buddha Parinirvana Jayanti	1136-38
999	Headmasters and Inspecting Officers Seminars	1138-39
1000	Allowances to Ministers	1140
1001	State Bank of India	1140—42
1002	Child Welfare Fund	1142
1003	Foreign Periodicals	1142-43
1004	Overseas Passages	1143-44
1006	New Universities	1144-45
1007	General Elections	1145—47
1008	Military Mission to Egypt	1147-48
1010	Colombo Plan	1148-49
1011	Technical Manpower	1149-50
1012	Basic Education Assessment Committee	1150-51
1015	Food Situation in Tripura	1151-52
1016	P.& T. and Anchal Department	1153-54
1018	Gypsum	1154-55
1019	Central Advisory Board of Physical Education	1155—57
1021	Ordnance Factories	1157-58
1022	Public Service (Qualifications and Recruitment) Committee	1158-59
1025	Nagas	1159
1026	India Office Library	1160
	WRITTEN ANSWERS TO QUESTIONS	1160—90
1005	Vehicles owned by Manipur Government	1160-61
1009	Reservists	1161
1013	Technological Training Institute	1161
1014	Students for Studies Abroad	1162
1017	Mineral Survey in Orissa	1162
1020	Bureaux of Educational and Vocational Guidance	1162-63
1023	Smuggling	1163
1024	Sales tax in Travancore-Cochin	1163-64
1027	Cantonments Re-Organisations	1164-65
1028	Check on Rise of Prices	1165
1029	Jet Fighters	1165-66
1031	Maps of India	1166
1032	Books for Children	1166
1033	Post War Services Reconstruction Fund	1167
1034	Library Development	1167
1035	Loan from International Bank	1167-68
1036	Standard History of India	1168
1037	Chirandi Excavations	1168
1038	Tribal Students	1168-69
1039	Central Advisory Board of Physical Education	1169
1040	Geants-in-aid for Welfare Works	1169-70
1041	Wireless Transmitter at Bhopal	1170
1042	Pro-Pakistan Propaganda	1170
1043	Smuggled goods	1170-71
1044	Steel	1171
1045	Deposits in Foreign Banks	1171-72
1046	Auxiliary Air Force	1172
1047	Multi-purpose Projects	1172
1048	Cultural Delegations	1172-73
1049	Police Vehicles	1173
U.S.Q. No.		
604	Development of Hindi	1173
605	Regional Languages	1173-74
606	Public Schools	1174
607	Unlicensed Arms	1174
608	Indian Economic Insurance Co. Ltd.	1174-75
609	Aid to Political Sufferers	1175
610	Scheduled Caste Applicants in Tripura	1175
611	Minerals	1175-76
613	Lignite	1176
614	Graphite	1176
615	Geological Investigations	1177
616	Assam Oil Company	1177
617	Post-Matric Scholarships	1177
618	N.C.C.	1178
619	National Plan Certificates	1178
620	Wind-mills	1178-79
621	Women and Children Welfare Schemes in PEPSU	1179
622	Investment in Private Companies	1179
623	Cyclone in Travancore-Cochin State	1179
624	Gold Mines	1179
625	Secondary Education	1180
626	All India Federation of Educational Associations	1180
627	Audio-Visual Education	1180
628	Naval Research	1181
629	Territorial Army	1181

U.S.Q. No.	Subject	Columns
630	Protected Monuments in Punjab and PEPSU	1181
631	Archaeological Excavations in Bhatinda	1181-82
632	Voters Lists	1182
633	Multipurpose Schools in Punjab and PEPSU	1182-83
634	Auditing of Accounts of Statutory Bodies	1183
635	Unclaimed Deposits in Banks	1183
636	Recruitment of Government Officers	1183-84
637	I.P.S. Examinations	1184
638	Jama Masjid	1184-85
639	Scholarships to Scheduled Castes	1185

U.S.Q. No.	Subject	Columns
640	Delhi Voters List	1185
641	Flood Relief	1185-86
642	Yoga Ashram	1186
643	Burglaries in Tripura	1186
644	Central Excise Department	1186-87
645	Small Savings Scheme	1187-88
646	Cantonments in Madhya Bharat	1188-89
647	Opium Cultivation	1189
648	Fort of Mandhu	1189-90
649	Earth Tremors at Sehore	1190
650	I. A. S. Emergency Recruitment	1190
651	Life Insurance Corporation	1190
652	Allowances to Armed Forces Personnel	1190

LOK SABHA

Monday, 13th August, 1956

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See* Part I)

12.02 P.M.

MOTION FOR ADJOURNMENT

DROUGHT IN EAST U.P. AND BIHAR

Mr. Speaker: I have received notice of an adjournment motion from Shri S. L. Saksena regarding the havoc caused by the most severe drought ever experienced during the last fifty years in East U. P. and Bihar where there has been a complete failure of rains and no rain having fallen there during the last six weeks, the main early paddy crop has dried up and the late paddy crop could not be transplanted, causing widespread starvation among the 30 million rural labouring population, which subsists in this season on wages from weeding early paddy fields and transplanting late paddy. In this connection I have to bring it to the notice of the House that a notice under Rule 216 on the same subject matter was received from Shri Bibhuti Mishra on the 10th August, 1956. I have received notice of this adjournment motion from Shri S. L. Saksena only today, that is, 13th August. As soon as notice under Rule 216 was received on the 10th August, the matter has been referred to the Ministry for suggesting a day for a statement by the Minister. Therefore, I was disinclined to allow this motion, but I only just wanted to read it to the House. The hon. Minister will make a statement on the subject early.

The Minister of Food and Agriculture (Shri A. P. Jain): I am going to make a statement.

Mr. Speaker: Possibly, tomorrow or day after.

Shri A. P. Jain: May be on the 16th. I am collecting the information. In fact, I have written to the State Governments on the 10th, but have not received the information because Saturday and Sunday intervened. As soon as I receive the information, I will make a statement, at any rate not after the 16th.

Mr. Speaker: In view of the statement promised, consent is not given ot the adjournment motion.

PAPERS LAID ON THE TABLE

APPLEB'S REPORT ON RE-EXAMINATION OF INDIA'S ADMINISTRATIVE SYSTEM ETC.

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): Sir, on behalf of Shri Jawaharlal Nehru, I beg to lay on the Table a copy of the Report by Dr. Paul H. Appleby on the re-examination of India's Administrative system with special reference to administration of Government's industrial and commercial enterprises. [*Placed in Library. See* No. S-311/56].

ANNUAL REPORTS OF DEVELOPMENT COUNCILS FOR (i) HEAVY CHEMICALS (ACIDS AND FERTILISERS); (ii) INTERNAL COMBUSTION ENGINES AND POWER DRIVEN PUMPS; (iii) HEAVY ELECTRICALS INDUSTRY AND (iv) HEAVY CHEMICALS (ALKALIS), FOR 1955-56.

The Minister of Consumer Industries (Shri Kanungo): Sir, on behalf

[Shri Kanungo]

of Shri M. M. Shah, I beg to lay on the Table a copy of each of the following papers, under sub-section (4) of section 7 of the Industries (Development and Regulation) Act, 1951:

(1) Annual Report of the Development Council for Heavy Chemicals (Acids and Fertilisers) for the year 1955-56. [*Placed in Library. See* No. S.-312/56].

(2) Annual Report of the Development Council for Internal Combustion Engines and Power Driven Pumps for the year 1955-56. [*Placed in Library. See* No. S-313/56].

(3) Annual Report of the Development Council for Heavy Electricals Industry for the year 1955-56. [*Placed in Library See* No. S-314/56].

(4) Annual Report of the Development Council for Heavy Chemicals (Alkalis) for the year 1955-56. [*Placed in Library. See* No. S-315/56].

Shri K. K. Basu (Diamond Harbour): Sir, may I make one submission? The first statement which was laid on the Table just now relates to India's administrative system. That is a very important thing. Let it be circulated to all Members instead of a copy being laid on the Table.

Mr. Speaker: If the hon. Minister has got a number of copies they may be placed at the disposal of the House. I will direct the hon. Minister to give copies of the Report to the House here and whichever hon. Member is anxious to have a copy he may take one. He need not send any application for that.

Sardar A. S. Saigal (Bilaspur): The report may be circulated.

Mr. Speaker: Copies will be available in the Notice Office and whichever hon. Member is anxious to have a copy he may take from there.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 10th August, 1956, agreed without any amendment to the Code of Criminal Procedure (Amendment Bill, 1956, which was passed by the Lok Sabha at its sitting held on the 27th July, 1956."

PETITION *RE*: SCHEDULED CASTES AND SCHEDULED TRIBES ORDERS (AMENDMENT) BILL, 1956.

Secretary: Sir, under Rule 179 of the Rules of Procedure and Conduct of Business in the Lok Sabha, I have to report that a petition as per statement laid on the Table has been received relating to the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1956.

STATEMENT

Petition relating to the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1956.

No. of signatories	District or Town	State	No. of Petition
3	(a) Nagpur (b) Akola (c) Wardha	Madhya Pradesh	69

COMMITTEE ON SUBORDINATE LEGISLATION

FIFTH REPORT

Shri H. N. Mukerjee (Calcutta North-East): Sir, I beg to present the Fifth Report of the Committee on Subordinate Legislation.

Mr. Speaker: I would like to announce that cyclostyled copies of the Fifth Report of the Committee on Subordinate Legislation, which has been just presented to the House, have been placed on the Publications Counter. Members may obtain their copies from there on request.

RE: EXPUNCTION FROM DEBATES

Shrimati Renu Chakravartty (Basirhat): Sir, before we proceed with the next item of business, I would like to submit one thing. In the bulletin that is circulated today we find that on a representation made by the Comptroller and Auditor-General certain references made about him have been expunged from the proceedings by you. I would just like to ask you, without going into the merits of this affair, whether anybody can represent to you for expunging portions of debates long after the actual debates have taken place in the House. This has created certain doubts in the minds of some hon. Members and that is why I have raised this point.

Mr. Speaker: So far as expunging is concerned, I am bound to watch and keep a watch upon what happens in the House. I can take time to expunge certain remarks and I can do so at any time. Any person can also, especially if the remarks are made about certain high dignitaries referred to particularly in the Constitution, bring it to my notice. I can take time to consider such matters. I have done so in this case. The portions that are to be expunged are there in the Notice Office and hon. Members can have a look into them.

Shrimati Renu Chakravartty: It is because I looked into them that I am not raising it here as a point of order. I just wanted to know if this is your ruling that anybody can make a representation to you for certain remarks, which have been made on the floor of the House and which have not been objected by you at that time or even subsequently, to be expunged, and it can be expunged subsequently if a representation has been made.

Mr. Speaker: Hon. Member will kindly look into the rules again. Particularly, this a high dignitary. I can always exercise that power; of course, it is a question of discretion. If it is long after the debates took place then I will not do so. But immediately after the last session wnen these remarks were made, this high dignitary wrote to me a letter. I said I will consider the matter after the Parliament re-assembled and after I came back to Delhi. That is how it took time. Therefore, under the rules there is ample power, though I will not do so normally except in exceptional cases where such remarks are made.

Shri H. N. Mukerjee: I understand that in the House of Commons the normal practice is for the proceedings to be printed almost over-night and made available to the public. Now, for a variety of reasons our proceedings are printed more than a year after the speeches are delivered in the House. On this occasion, Sir, something which was said quite a good few months ago have been gone into by yourself on the representation of a particular officer. I want to know, as a matter of procedure, because this is going to be a sort of a precedent, whether we are going to observe a certain kind of standard to the time question. I have a feeling, Sir, when you are in the Chair, or anybody in the Panel of Chairman is in the Chair, statements are made in the House and in the generality of cases they are statements which do not deserve to be expunged. It is only in some very extraordinary circumstances that the order for expunction comes from you. On this occasion something has happened which is rather extraordinary and that is why I wish you, perhaps in consultation with the Rules Committee of the House, to let us know the real position; what it should be like.

Mr. Speaker: I have explained to the House the position. If it is necessary I will contact the Rules Committee. Our rules as they stand have made a diversion or divergence from the rules practised in the House of Commons. In the House of Commons the whole House has to consider a question of expunction. Here it is not so; power is given to the Speaker to do so there and then. We also very often do so when it is brought to our notice. Sometimes it so happens that we do not recognise it immediately. Then it is brought to the notice of the House. Here, in this case it is the Auditor-General against whom the remarks have been made. He is an important authority and therefore this is an exceptional case. Normally, I would not like to interfere long after the debate is over. If anything is brought to our notice immediately, say a day or two at the most and nothing more than that, it can be considered. Of course, there is again a certain amount of latitude but, at the same time, discretion ought to be exercised. That will be done.

BUSINESS ADVISORY COMMITTEE
THIRTY-NINTH REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to move:

"That this House agrees with the Thirty-ninth Report of the Business Advisory Committee presented to the House on the 10th August, 1956."

Out of the list of Bills contained in this report, the Motor Vehicles (Amendment) Bill has already been referred to a Joint Committee, and thus it has been disposed of by the House.

Mr. Speaker: The question is:

"That this House agrees with the Thirty-ninth Report of the Business Advisory Committee presented to the House on the 10th August 1956".

The motion was adopted.

STANDARDS OF WEIGHTS AND MEASURES BILL*

The Minister of Consumer Industries (Shri Kanungo): I beg to move for leave to introduce a Bill to establish standards of weights and measures based on the metric system.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to establish standards of weights and measures based on the metric system".

The motion was adopted.

Shri Kanungo: I introduce the Bill.

Shri U. M. Trivedi (Chittor): In today's list of business, the second item that has been put down regarding the motion for leave to introduce the Standards of Weights and Measures Bill says: "Also to move that the Bill be passed".

Mr. Speaker: That is wrong.

Shri U. M. Trivedi: It is not only wrong but it is so wrong that such things should be properly corrected, and notice must be taken about these things and I request the Chair to see that such errors are not repeated. It has misled us in such a manner that we did not know whether this Bill was introduced or not and if it had been introduced at what stage it was.

Mr. Speaker: The hon. Minister is not responsible for this error nor am I responsible. After the motion for leave to introduce the Bill is passed, the Bill must be introduced first. I was myself wondering how, "Also to move that the Bill be passed" was put in. There are other stages which have to be covered in between. I should think that the typist, instead of typing "Also to introduce the Bill", put it as "Also to move that the Bill be passed". I am sure this is one of the rare cases when such mistakes occur. Similar mistakes have never been committed. I shall see to it.

*Published in Gazette of India Extraordinary, Part II Section 2, dated the 13th August 1956, pp—729—38.

NATIONAL HIGHWAYS BILL

The Deputy Minister for Railways and Transport (Shri Alagesan): I beg to move*:

> "That the Bill to provide for the declaration of certain highways to be national highways and for matters connected therewith, be taken into consideration."

Only the other day, it was my privilege to make a motion for reference to a Joint Committee of both Houses of Parliament of the Bill to amend the Motor Vehicles Act which was accepted by the House. Whereas that Bill seeks to create conditions for the development of road transport, the present Bill provides for the development and upkeep of a system of National Trunk Routes on which road transport has to flow. This, I presume, is a happy sequence which should augur well for the country.

The National Highways Bill represents another landmark in the history of India's road development. I may say that this is a unique occasion inasmuch as this is the first time that the Central Government propose to take over direct statutory responsibility for certain highways in States. I hope I shall have the indulgence of the House if I take this opportunity to make a brief historic survey of the development of roads in this country.

The indispensability of roads for administrative and strategic purposes has been accepted from the earliest times in India. Evidence is available to show that even in the Vedic period the importance of highways had been well recognised. The subsequent rulers of India constructed a number of roads mainly for the purpose of governing their far-flung empires of those days.

During the last century and prior to the introduction of railways, a number of trunk roads, bridged and metalled, were constructed chiefly upon the remains of the old Moghul and other roads and maintained under the supervision of British military engineers. These roads connected the more important military and commercial centres. Maintenance by the military was not, however, found quite suitable and in the year 1855, the Department of Public Works was constituted in nearly its existing form to look after roads and other public works. Some big roads like the Grand Trunk Road were built by this department but, with the advent of railways, attention was concentrated on the construction of feeder roads to railways and the trunk roads, in some cases, were allowed to go out of repair.

Gradually roads came to be looked upon as a subject of local interest and importance only. The culmination of this process was reached in the Government of India Act, 1919, when roads became purely a provincial subject and the Central Government ceased to be concerned with road development except for roads of strategic importance and for certain arterial roads in the then existing princely States like the Bombay-Indore-Agra Road. It appears to have been felt then that the subject was safe in the hands of municipalities, district and local boards and that local interests were best fitted to know what roads were needed and how the funds required for road development could be secured. The result was that little attention was paid to inter-State roads or roads required for undeveloped areas.

At the end of World War I, with the introduction and development of motor transport in India, demands were made for better roads capable of withstanding the centuries old cart traffic and the new form of transport, as existing roads proved inadequate for such heavy traffic. These demands culminated in a resolution passed by both Chambers of the Indian Legislature in 1927 for the appointment of a Committee to examine and report on the question of road development in India. In pursuance of this resolution a committee was appointed by the Government of India with Shri M. R. Jayakar as Chairman.

*Moved with the recommendation of the President.

[Shri Alagesan]

The committee came to the conclusion that road development in India, as elsewhere, was passing beyond the financial capacity of local governments and local bodies and was becoming a national interest, which might, to some extent, be a proper charge on central revenues. The committee accordingly recommended that an additional duty of two annas per gallon should be levied by the Centre on motor spirit for the specific purpose of road development and that the proceeds should be credited to a separate road development fund. This recommendation was accepted by the Government of India and the Central Road Fund came into existence on the 1st March, 1929. The additional duty of two annas was raised to 2½ annas per gallon in 1931. The constitution of this fund represents the first important measure taken by the Central Government to promote road development in India.

Economic depression between the two world wars, particularly during the thirties, delayed road development from provincial and local revenues. There was a time when the Road Fund became almost the main source of finance for road development. The deterioration of roads became so serious that in some instances the Road Fund had to be used even for normal maintenance.

Discussions then took place between the Centre and the Provinces regarding the development of a skeleton trunk road system and, in the middle of 1933, the Government of India proposed to the Government in the United Kingdom that provision might be made specifically in the Constitution Act then under contemplation to permit national trunk roads becoming in some measure a federal charge. Provinces were generally in favour of this proposal, as substantial financial help was to be given by the Centre. It was recognised that eventually it might be necessary for the future federal legislature to enact a Federal Roads Act. But, because of the emphasis on provincial autonomy, no specific provision was included in the Government of India Act, 1935, to cover central interest in the development of arterial roads.

This outlook was considerably modified by experience gained during World War II, particularly after the Japanese offensive, when the drawbacks and shortcomings in the road system of India were brought into prominence. Intensive efforts were made to develop roads of military importance not merely in the operational areas but generally all over India. This was effected largely by substantial grants from the Defence Services estimates. The necessity for an efficient arterial road system in times of emergency was realised more than ever during World War II and it was also realised that these roads could be kept up to the mark only if the Centre took them over for development and maintenance.

These considerations led the Government of India to convene a conference of Provincial and State Chief Engineers in Nagpur in December, 1943, to consider the problem of post-war road development in India. The main recommendations of that conference were:—

(1) roads should be divided into four classes, namely, national highways, provincial or State highways, district roads and village roads—the national highways, which were defined as highways running through the length and breadth of India connecting major ports, foreign highways, and capitals of Provinces and of large States, being the framework for the country's road system; and

(2) the Centre should assume financial responsibility for the construction, development, and maintenance of national highways and they should have an effective say in the use and control of these highways.

After consultation with the Provincial Governments and, after discussions at meetings of the Transport

Advisory Council, the Government of India decided to accept, with effect from the 1st April, 1947, complete financial liability for the development and maintenance of certain roads provisionally approved by them as suitable for inclusion in a system of national highways. All the highways included in the schedule to the Bill, with the exception of the highways specified in Serial Nos. 2, 10, 11 and 37 and part of the highway specified in Serial No. 36 were included in the original list of national highways provisionally approved by the Government of India in 1947. The highways I mentioned as exceptions were included in the national highway system consequent on partition and the integration of the former Princely States with the Indian Union.

When the provisional national highways scheme was under discussion with States, it was explained to them that the liability proposed to be accepted by the Government of India would not automatically cover any road links to the national highways system situated within large towns or cities, i.e. towns or cities having a population of 20,000 or more. Normally the maintenance of roads within towns and cities is the responsibility of the municipality concerned. While in the case of comparatively small towns, i.e. towns with a population less than 20,000, it was held reasonable for the Central Government to accept full liability for providing suitable road facilities for through national highway traffic, it was considered that the extent to which the Centre might accept liability in respect of such roads in large towns as might, in their opinion, serve as suitable links to the national highways proper, should be the subject of separate negotiations with the States.

The decision of the Government of India to accept entire financial liability for national highways was also subject to acceptance by the Provinces of certain conditions. The main conditions were:

(1) Provinces would accept the Central Government's decision on the classification of roads as national highways and priorities to be assigned to work thereon;

(2) estimates for expenditure on national highways would be submitted for the prior technical approval and financial sanction of the Central Government;

(3) Provinces would be normally responsible for the execution of works on national highways on an agency charge basis (the current rate of agency charge is 7½ per cent.), the Centre retaining the right to employ another agency, if and when they thought fit; and

(4) no tolls or other imposts would be levied on traffic using the national highways without the approval of the Central Government.

These conditions were generally accepted and the national highways scheme came into force in the then existing Provinces, now Part A States, from the 1st April, 1947. When the Part B States were constituted, the national highways scheme was extended to those States also.

Under entry No. 23 in List I in the Seventh Schedule to the Constitution, the subject "highways declared by or under law made by Parliament to be national highways" is a Union subject. Pending enactment of legislation by Parliament, the Government of India continued to meet the entire expenditure on the development and maintenance of roads provisionally approved by them as suitable for inclusion in a system of national highways, under article 282 of the Constitution.

The object of the present Bill is to give statutory recognition to the existing practice and to declare the highways specified in the Schedule of the Bill as national highways. As I have already explained, the schedule contains only those highways which are at present being developed and maintained as provisional national highways at the expense of the Centre.

[Shri Alagesan]

As, under the second Five Year Plan, no funds are expected to be available for any new national highway, we had to rule out of consideration any addition to the national highway system at present. However, power is proposed to be taken under the Bill to enable the Central Government to add any new highway to the national highway system by notification in the Official Gazette, subject, of course, to a report being made to Parliament as provided for in the Bill. I hope it may be possible to examine sometime towards the close of the second Five Year Plan the feasibility of expanding the national highway system and, if the financial position improves, the necessary funds can be provided in the third Five Year Plan.

I shall now proceed to indicate briefly the other features of the Bill. The Bill seeks to authorise the Central Government to develop and maintain the national highways other than parts of any highway situated within large towns or cities, i.e. towns or cities with a population of 20,000 or more. For this purpose, the Central Government can employ the agency of the State Government or any officer or authority subordinate to the Central or State Government. The Central Government will also have powers under the Bill to recover suitable fees for services or benefits rendered to traffic in relation to the use of ferries or temporary bridges at unbridged river crossings and tunnels on the national highways, and to issue directions to any State Government as to the carrying out in the State of any of the provisions of the Act, or any rule, notification or order made thereunder.

Sometimes a national highway has to be so aligned as to accommodate local interests and needs. In such cases, the State Government concerned is normally required to meet a portion of the cost of construction, as the planning of national highway development is based generally on national requirements, i.e. the requirements of the country as a whole rather than of any particular area or locality. The Bill, therefore, seeks to empower the Central Government to enter into an agreement with any State Government for the sharing of the expenditure on any national highway. Similarly, the Central Government will have the power to enter into an agreement with the State Government and the municipality of a town or city with a population of 20,000 or more regarding the development or maintenance of any part of a highway situated within such town or city which may serve as a suitable link to the national highway system, and the sharing of the expenditure.

Roads and road transport are next in importance only to Railway and rail transport. In some respects, it may even be said that road transport enjoys a certain advantage over rail transport as it can reach your doorstep to effect delivery. Formerly, we used to hear of road-rail competition. That is a long closed chapter. The present calls for the utmost coordination between road and rail if our ambitious plan targets are not to be bedevilled at every turn by lack of transport. Under the circumstances, the importance of a properly developed and well-maintained system of national highways for free and unhindered flow of traffic need hardly be emphasised. I hope the House will extend its whole-hearted support to this measure.

Mr. Speaker: Motion moved:

> "That the Bill to provide for the declaration of certain highways to be national highways and for matters connected therewith be taken into consideration."

The hon. Minister referred to article 282. That article seems to relate to cases where the Parliament or the State Legislatures cannot make laws. With respect to a highway, the Parliament can make a law that such and such a highway must be a national highway, subject to the control of the Centre. Without passing any such

law, how can money be spent on it? Article 282 reads:

> "The Union or a State may make any grants for any public purpose, notwithstanding that the purpose is not one with respect to which Parliament or the Legislature of the State, as the case may be, may make laws."

If the purpose is one with respect to which Parliament can make laws, unless laws are made giving power to the Parliament to decide under what circumstances, money ought to be given, the executive authority of its own accord cannot give grants.

Shri Alagesan: Grants can be given only as long as a law cannot be made by Parliament.....

Mr. Speaker: The words in the article are:

> ".....the purpose is not one with respect to which Parliament or the Legislature of the State, as the case may be, may make laws."

But even if the State Legislature is not competent, it can give grants. The article reads ".....notwithstanding that the purpose is not one with respect to which Parliament or the Legislature of the State, as the case may be, may make laws". It is competent for the Parliament or the State Legislature to pass a law. But without a law empowering the executive government to spend the money, how can the executive government go on spending the money? That may be looked into. I casually found that even before this law has been passed the Central Government has been giving contributions and practically treating these highways as 'national highways', which is a responsibility of the Centre. The hon. Minister referred to article 282 and so I referred to it.

Shri U. M. Trivedi (Chittor): This has been cropping up for the last so many years. In the last budget session this question arose when the supplementary demands were moved. The Ministry is going on spending or incurring expenditure and they come and give some excuse or other. A point was raised about an expenditure incurred some four years back and it was never re-adjusted and no permission of this House was asked. The appropriation was considered only when the demands came up.

Similarly, in this case also, since you have raised the point I was going to say that money has already been spent without the authority of law. If an expenditure has to be incurred on a subject over which they had no authority to spend, if they so wanted, they could have taken the permission of this House to spend the money, which they have not done here. I therefore submit that this matter must be properly probed into. I do not know why the Auditor-General has not taken exception to it.

Shri T. N. Singh (Banaras Distt.—East): What the hon. Member refers to is about the excess expenditure. An expenditure was already incurred and then it was sanctioned by Parliament.

Mr. Speaker: For highways?

Shri T. N. Singh: Yes. That was a question of excess expenditure and not a question of appropriation in original.

Mr. Speaker: That is all right. We are not concerned with it. That will come up when the supplementary demands are discussed. I remember, I heard the hon. Minister saying that these are all small matters which had to be adjusted and, therefore, the delay of three or four years will not matter.

But this is a different matter altogether. The hon. Minister referred to article 282 in a particular context. He is under the impression that they can spend the money. But on my reading it I found that wherever Parliament can make law,

[Mr. Speaker]

first of all the executive government must be clothed with the power by Parliament under the law. Then only they can spend the money. There may be cases where Parliament or the State Legislature cannot make laws. Then discretion is given to the Central Government, notwithstanding that there is no authority from Parliament, under this exemption article. It empowers Government to give grants in exceptional cases. That matter may be looked into.

Shri Alagesan: Until Parliament has declared these highways as national highways, Parliament cannot incur any expenditure on them. Though we provisionally call them 'national highways', they continue to be State highways and "State highways" is a subject on which Parliament cannot make a law. To develop them into what is known and styled as a "provisional system of national highways", grants have to be made and that was done by the centre under this article. Now until Parliament makes a law declaring certain highways in states as national highways, it will have to have recourse to this article of the Constitution. Up till now these highways happened to be State highways and Parliament certainly has no right to make any law with regard to State highways. Since they happen to be State highways and as the Centre wants them to be developed into a system, national highways grants are being given. In order that the Central Government can exercise power with respect to the development and maintenance of the highways more effectively, it is necessary that these highways should be declared to be National highways under entry 23 of the union list. I think that is the explanation.

Shri U. M. Trivedi: There is some mistake in the hon. Minister's understanding of this problem. The important question is for what purpose the money is being spent. If the money is spent for a purpose for which Parliament can enact laws....

Mr. Speaker: It should be a national highway before expenditure is incurred.

Shri Alagesan: Since it was not so, recourse had to be taken to this article that is Article 282 of the Constitution. Up till now these highways were State highways. Parliament cannot make law with regard to them because they happen to be State highways.

Mr. Speaker: You have to take charge of these highways before the money is spent.

Shri Alagesan: I think this law has to be passed first.

Mr. Speaker: A law can be passed. So, the money could not be spent without the passing of the law. If it is impossible to pass a law, then shelter can be taken under article 282. But when this House can pass a law taking these highways and spend the money directly, why should a grant be made?

Shri Alagesan: I still maintain that no law can be passed by Parliament with respect to the State highways. We want to convert the State highways into national highways.

Mr. Speaker: What we say is: pass that law and then spend the money.

Shri Alagesan: That is what we are doing.

Mr. Speaker: Why did't you do it earlier?

Shri Alagesan: That is a different matter. There is no incongruity in doing it now.

Mr. Speaker: Whatever money has been spent has been spent. We are not concerned with it now except by way of reference. It does not

stand in the way of the passing of the Bill. Let there be no more discussion on this matter which arose incidentally.

Shri S. C. Samanta (Tamluk): One resolution on national highway was passed in the Constituent Assembly empowering the Government to incur that expenditure.

The Minister of Railways and Transport (Shri Lal Bahadur Shastri): A Resolution regarding highway fund was passed. That is my impression. I am not quite sure.

Mr. Speaker: We are not concerned with it. That does not stand in the way of the Bill being considered.

Shri Kelappan (Ponnani): May I know from the Minister the position of the proposed highway from Bombay to Cape Comorin?

Mr. Speaker: Later on, hon. Members can put questions.

Shri Ramachandra Reddy (Nellore): I heartily welcome this Bill and I feel that it has not come a day too soon. The Government ought to have come before this House long ago to pass an enactment like this. As has been already pointed out earlier, they ought to have passed a law enabling them to pass this law. Even now it is not too late and I should think before this Act comes into force on such date as the Central Government may, by notification in the Official Gazette appoint, they will come forward with a Bill enabling the Central Govenrment to pass a law of this type. Though it might be a little bit late, all the same, it must be passed and I think Government will take notice of it.

In regard to the development and organisation of the highways and maintenance and control thereof, it has been noticed all along that the strict control that ought to be there has not been there. Therefore, it is a matter for congratulation that the Government has come forward to have better organisation and control over this particular aspect of national development and make adequate provision for the same. I have seen in several places that the blacktopping which is the order of the day has been delayed inordinately, that sufficient moneys are not forthcoming for the department to go on with the work, and that certain places which are very heavily congested with traffic are being neglected for a long time. It also happens that certain favourite routes have the priority of consideration and attention and certain others do not seem to have the same sort of consideration. In view of the developing transport and also in view of the congestion that is noticed in the railways, greater attention has to be paid, and I hope this Act will enable the Government to pay more attention and also to pay more towards the expenditure on maintaining and controlling these highways.

You might remember that at one stage these highways were controlled mainly by the District Boards, and later on they were being looked after by the Highways Department itself after having provincialised the engineering department which was under the control of the District Boards before. Ever since the provincialisation of this department was effected, it was noticed that there was more of neglect than of active duty performed there, with the result that the roads have been neglected, estimates have been made in a slipshod manner and particular areas have been paid more attention than other roads. I hope that with the control that the Central Government is taking up over these highways, things will be better and there will be no cause for complaint.

As it is, there is a large amount of corruption in the execution of these works, and there is a large amount of delay also. I may also incidentally mention to you that in several places where the highways pass, there are large encroachments within municipal and non-municipal

[Shri Ramachandra Reddi]

areas, with the result that the path is very much narrowed down with the risk of some accidents happening from time to time. That also entails the diversion of some of these roads from outside the villages or municipalities and that entails more cost. It is not, therefore, possible for effecting this diversion everywhere, and it must be possible for the removal of encroachments in certain congested areas. These encroachments can be dealt with in a way which is possible and I hope the Central Government will take power to see that these encroachments are removed. As long as the removal or retention of the encroachments remains in the hands of State Governments or the District Boards, probably no work will be done because personalities and personal influences will come in the way of doing justice in several cases. It is, therefore, necessary in the interests of the maintenance of these highways that certain ohter powers should be taken by the Central Government to see that the highways are not in any way interfered with.

There are several places on the highways themselves where bridges are wanted, and there are several places even now where the culverts are not strong enough to take more than five tons of load. These are days when very heavy loads are being transported by vehicles and for long distances too. It is necessary that a survey should be made to find out to what extent some of these culverts are week and have to be improved with a view to enable them to carry very heavy loads of more than five tons.

Within the municipal areas, though the money is given to the municipalities I am afraid sufficient attention is not paid by the municipality to improve the roads. As a matter of fact, these muncipalities have to maintain the roads within their jurisdiction in a very efficient condition not only to allow highway traffic to go over them but also to allow their own internal traffic to be catered to. It is, therefore, doubly necessary that more funds should be made available by the Highways Department or by the Central Government to equip better and improve the roads that exist in municipal areas and highly congested areas within Panchayats and non-Panchayat areas also.

There is another aspect which has to be noted by the Government, namely that in the approaches to these towns or municipalities the roads are usually bad. There is high traffic there with the result the roads wear away much sooner. It is, therefore, highly necessary that more grants should be given to such places and the municipalities or local boards or the Highways Department to which this work is entrusted, and they must be insisted upon to take greater care about such approaches to these municipalities and highly congested areas.

In this list of 39 highways I fail to see an item which ought to have been there. From Nellore to Bombay a road exists now. It is called the Bombay Road. The length of the road is put down on the milestones as 900 and odd miles, but somehow or other it has not been noticed here as one of the items that has to be taken up as a national highway. It is called the Nellore-Bombay Road. To some extent—about 12 or 13 miles—it has been cemented and for 30 to 40 miles it has been black-topped also in one district, namely Nellore District. In the other districts it is also black-topped, and if these are linked up and repairable portions are taken up seriously and repaired, then it must come also under the national highways. If we do not call it a national highway I do not see any reason why it should be called the Bombay Road. It is, therefore, incumbent upon the Government to see that it is also included in the list of highways.

In the end I would only suggest that the Government should take a larger measure of powers to maintain these roads more efficiently and more methodically. As it is, the work is not very satisfactory and things are being delayed inordinately. Whether it is by agreement with the Highways Departments in the States or with the District Boards that have got an over-all control in some of these areas or by some other way, there must be greater power taken over by the Central Government to see that these highways of national importance are properly maintained and properly looked after.

I may draw the particular attention of the Government to the necessity of improving some of the byways to these highways. There are certain areas which are very appurtenant to these highways and those are already connected with District Board roads, but they are not at all maintained in a proper form. The reason is that most of these District Boards that have to maintain them are bankrupt, with the result that no attention is paid to them, and pot holes and deep holes are very normally found on those roads. Those will be naturally in very thickly populated areas, and such areas must be served by better roads, and they must be taken as feeder roads to the main highways and as such attention to them must be paid to a greater extent. I see signs in certain cases of those smaller roads of 15 to 20 miles being taken over by the Highways Department. But, to what extent they are authorised to take them and maintain them is yet to be known. It is, therefore, very advisable that such roads as form feeder roads to the main highways must also be kept in a better condition, and black-topped also, if necessary, in order that the wear-out might be at a rate slower than what it is today.

I, therefore, support this Bill, and I hope Government would take the necessary steps to pay some attention to the observations which I have made on this subject.

श्री भक्त दर्शन (जिला गढ़वाल-पूर्व व जिला मुरादाबाद–उत्तर-पूर्व) : अभी श्री अलगेशन जी ने जो विधेयक इस सदन के सम्मुख प्रस्तुत किया है, उस का मैं हृदय से समर्थन करता हूं । इस में सब से बड़ी बात जो कही गई है वह यह है कि अबतक जितने भी विधेयक इस सदन के सम्मुख प्रस्तुत किये गये हैं, उन में जम्मू और काश्मीर को खास तौर से छोड़ दिया जाता रहा है, परन्तु इस विधेयक को सारे भारतवर्ष पर एक साथ लागू किया जा रहा है । इस से यह साफ जाहिर है कि सरकार तथा परिवहन मंत्रालय इस बात के महत्व को स्वीकार करते हैं कि सड़कों के मामले में किसी एक प्रान्त और दूसरे प्रान्त के बीच कोई भेद नहीं होना चाहिये ।

जहां तक हमारे राष्ट्रीय जन-मार्गों का सम्बन्ध है ये हमारे राष्ट्र-शरीर की रुधिर प्रवाहिनी नस-नाड़ियां हैं, हमारी रीढ़ की हड्डी है और यदि हम अपना आर्थिक विकास करना चाहते हैं तथा अपनी पंचवर्षीय योजनाओं को सफल बनाना चाहते हैं तो यातायात के साधनों का विकास करना बहुत ही अनिवार्य और आवश्यक है। इस दृष्टिकोण से भी मैं इस विधेयक का खास तौर से स्वागत करता हूं ।

अभी माननीय अलगेशन जी ने अपने प्रारम्भिक वक्तव्य में नागपुर प्लान का जिक्र किया । जहां तक मुझे मालूम है इस समय हमारे देश के अन्दर १३,८०० मील लम्बे राष्ट्रीय जन-मार्ग हैं । मैं समझता हूं कि इस बात में स्वयं उपमंत्री महोदय मुझ से सहमत होंगे कि इन राष्ट्रीय जन-मार्गों की जितनी लम्बाई होनी चाहिये, यह लम्बाई उस से बहुत ही कम है । मैं आशा करता हूं कि इतनी लम्बाई से उन्हें स्वयं भी सन्तोष नहीं होगा । जहां तक मुझे मालूम है नागपुर

[श्री भक्त दर्शन]

प्लान में यह लक्ष्य निर्धारित किया गया था कि हमारे देश में कोई भी गांव किसी भी बड़ी सड़क से पांच मील की दूरी पर नहीं रहना चाहिये । मैं जानना चाहूंगा कि उस लक्ष्य की पूर्ति पहली पंचवर्षीय योजना के दौरान में कहां तक की गई है तथा द्वितीय पंचवर्षीय योजना की समाप्ति तक आया उस लक्ष्य की पूर्ति हो पायेगी या नहीं । अभी माननीय मंत्री जी ने कहा कि बहुत सी सड़कों को राष्ट्रीय जन-मार्ग की सूची में सम्मिलित करने की मांग की जा रही है, परन्तु वह वैसा नहीं कर पा रहे हैं । इस का कारण उन्होंने यह बताया है कि द्वितीय पंच वर्षीय योजना में प्लानिंग कमीशन ने अधिक रुपया इस काम के लिये नहीं दिया है । इन सड़कों को सूची में फिलहाल इस कारण नई सड़कों को सम्मिलित न करने की असमर्थता उन्हों ने प्रकट की है । मैं समझता हूं यह स्थिति बड़ी असन्तोषजनक है । मुझे पता नहीं हमारे परिवहन मंत्रालय ने इस बारे में योजना आयोग के सामने अपने केस को कितनी मज़बूती के साथ रखा है । बहरहाल जो स्थिति है उस से मैं इन्कार नहीं कर सकता ।

अब मैं एक-दो बातों की ओर इस सदन का तथा मंत्री महोदय का ध्यान खींचना चाहता हूं । अभी यह बताया गया है कि जो राष्ट्रीय जन-मार्ग हैं उन की थोड़ी सी परिभाषा करने की कोशिश की गई है कि जो दो प्रान्तों को या राजधानियों को मिलाने वाली सड़कें हैं, उस को ही राष्ट्रीय जन-मार्ग की सूची में लिया जाये । परन्तु मैं समझता हूं कि वे सड़कें जोकि हमारे देश के केन्द्र को दूसरे देशों की सीमाओं के साथ मिलाने वाली हैं उन सड़कों को खास तौर से इस सूची में तथा इस परिभाषा में सम्मिलित किया जाना चाहिये। जहां तक बाकी सड़कों का ताल्लुक है, मैं समझता हूं, उन का प्रबन्ध प्रान्तीय सरकारें, ग्राम पंचायतें व ग्राम सभायें कर सकती हैं और आजकल तो ग्राम पंचायतें उन का निर्माण भी कर रही हैं । तो मैं चाहता हूं कि जहां तक उन सड़कों का ताल्लुक है जोकि सीमान्त प्रदेशों में जाने वाली हैं, उन के ऊपर केन्द्रीय सरकार का खास तौर से ध्यान रहना चाहिये और उन का प्रबन्ध केन्द्रीय सरकार के हाथ में होना चाहिये ।

इस सम्बन्ध में मैं इस सदन का ध्यान तिब्बत की सीमाओं की ओर, जो भारत से मिलीं हुई हैं, दिलाना चाहता हूं । इस विधेयक के साथ जो शैड्यूल दिया गया है उस में ३९ सड़कों की सूची दी गई है । इन में से केवल दो ही सड़कें ऐसी हैं जो तिब्बत की सीमाओं तक हम को ले जाती हैं । जो पहली सड़क है, वह सीरियल नं० १४ पर है, जोकि हिन्दुस्तान-तिब्बत रोड के नाम से पुकारी जाती है । यह अम्बाला से शुरू हो कर रामपुर, चीनी होती हुई शिपकी-ला दर्रे तक जाती है । इस सड़क के बारे में शायद लक्ष्य यह है कि पांच-दस सालों में इस को अच्छी सड़क बनाया जायगा । दूसरी सड़क सीरियल नम्बर २४ पर है जोकि सिलिगुड़ी से आगे कालिमपौंग होते हुए सिक्किम तक जाती है और आगे भारत और तिब्बत की सीमा तक पहुंचती है । इस प्रकार १५०० मील लम्बी सीमा जोकि चीन के साथ लगती है, उस में केवल दो सड़कों का भार ही आप अपने ऊपर ले रहे हैं । इस स्थिति को मैं संतोषजनक नहीं मानता हूं । मैं प्रार्थना करता हूं कि जब भी कोई अनुकूल अवसर आये, आप दूसरी सड़कों को भी राष्ट्रीय जन-मार्ग घोषित कर के उन्हें भी अपने हाथ में ले लें । मैं एक दो सड़कों के नाम भी आप को बतलाना चाहता हूं कि जिन को बहुत जल्दी राष्ट्रीय जन-पथ घोषित करने की आवश्यकता है । पहले तो काश्मीर में श्रीनगर से लेह (लद्दाख) जाने का मार्ग अभी तक राष्ट्रीय जन-मा

घोषित नहीं किया गया है । इसी तरह कांगड़ा-कुलू घाटी का मार्ग मैं इस सूची में नहीं देखता हूं । एक संशोधन की सूचना मैं ने भी दी है । जिस के द्वारा मैं ने यह चाहा है कि दिल्ली से हरिद्वार, ऋषिकेश, बद्रीनाथ इत्यादि होती हुई जो सड़क हिन्दुस्तान और तिब्बत के माना दर्रा तक जाती है उसे केन्द्रीय सरकार की अपने हाथ में ले लेना चाहिये । इसी प्रकार दिल्ली से पीलीभीत, पिथौरागढ़, धारचूला होते हुए कैलाश-मानसरोवर तक जो सड़क जाती है, उस को भी केन्द्रीय सरकार को अपने हाथ में ले लेना चाहिये । यह हमारा सौभाग्य है कि माननीय मंत्री जी जब स्वयं वहां (बद्रीनाथ) पहुंचे थे तो उन्हों ने यात्रा करने वालों की कठिनाइयों को तथा जिन परिस्थितियों में से उन को जाना पड़ता है, उन का स्वयं अध्ययन किया था और उन्हों ने इस चीज़ की आवश्यकता को अनुभव किया था । यह सड़क केवल भारत तथा तिब्बत को मिलाने वाली ही सड़क नहीं है बल्कि बद्रीनाथ एक बहुत भारी तीर्थ स्थान है जहां पर हर वर्ष हजारों ही भारतीय और खास तौर से हिन्दू जाते हैं । वह एक प्राकृतिक सौन्दर्य का स्थान भी है । इस वास्ते वहां जाने के लिये लोगों को सुविधा होनी चाहिये और इस की ठीक से देखभाल की जानी चाहिये ।

शायद माननीय मंत्री जी को याद होगा कि आज से २०-३० वर्ष पहले ऋषिकेश से एक रेलवे लाइन गंगा की घाटी में बनाने की योजना बनाई गई थी और अब भी वहां पर जो खम्बे लगाये गये थे उन पर "R.K.R." शब्द लिखे हुए हैं यानी ऋषिकेश कर्णप्रयाग रेलवे लाइन । हमें आशा तो यह थी कि भारत के स्वाधीन हो जाने के बाद उस को जल्दी पूरा कर दिया जायेगा, परन्तु अब ऐसा मालूम पड़ता है कि उस रेलवे लाइन को बनाने का विचार त्याग दिया गया है । तो ऐसी हालत में वहां की जनता क्या सरकार से यह आशा न करे कि वहां पर जो सड़क है उस को तो कम से कम ठीक हालत में रखा जाय और केन्द्रीय सरकार उसे अपने हाथ में ले ले ? मैं केन्द्रीय सरकार का हृदय से आभारी हूं कि उस ने पिछले दो-तीन सालों में उत्तर प्रदेश सरकार को विशेष सहायता इस काम के लिये दी है । इस को मैं मानता हूं लेकिन मैं चाहता हूं कि इस के निर्माण का भार और उस की देखभाल का उत्तरदायित्व राज्य सरकार के ऊपर रहने की बजाय केन्द्रीय सरकार के ऊपर रहे । यदि ऐसा न हुआ तो उस की ठीक तरह से देखभाल नहीं हो सकेगी । इस वास्ते मैं आशा करता हूं कि सरकार इस ओर ध्यान देगी और जैसेकि हिन्दी की कहावत है कि "कबहूं तो दीन दयाल की भनक पड़ेगी कान"; अर्थात् कभी न कभी तो हमारे माननीय मंत्री जी के हृदय में उदारता का संचार होगा और इस सड़क का नम्बर भी आयगा, ऐसी मैं आशा करता हूं ।

अब जहां तक इस विधेयक का सम्बन्ध है इस की दो-तीन धाराओं के विषय में मैं अपने विचार प्रकट करना चाहता हूं । आप ने इस में म्युनिसिपैलिटियों (नगरपालिकाओं) का जिक्र किया है और साथ ही साथ कहा है कि २०,००० से अधिक आबादी हो तो उस को म्युनिसिपल एरिया की डेफिनिशन (परिभाषा) के अन्तर्गत लाया जा सकेगा । इसके बारे में आप ने कहा है कि उस एरिया में पड़ने वाली सड़क की जिम्मेवारी केन्द्र अपने हाथ में नहीं लेगा, बल्कि वहां की म्यूनिसिपैलिटी या राज्य सरकार ही उसे वहन करेगी । इस सम्बन्ध में मैं दो एक बातें कहना चाहता हूं । पहली बात तो यह है कि एक ओर तो आप ने इस में २०,००० की आबादी को रखा है और इस के साथ ही साथ टाउन एरिया कमिटी और टाउन कमिटी (नगर क्षेत्र समिति अथवा नगर समिति) शब्द भी रख दिये हैं । जहां तक

[श्री भक्तदर्शन]

मैं ने अध्ययन किया है और जहां तक मेरी जानकारी है, उस के आधार पर मैं यह कह सकता हूं कि टाउन एरिया कमिटी शायद ५,००० से अधिक आबादी वाले इलाके के लिये नहीं होती है (interruption) और कम से कम यू० पी० में तो २०,००० की आबादी के लिए टाउन एरिया कमिटी होती है, दो हजार से पांच या सात हजार की आबादी के लिये नोटिफाइड एरिया कमिटी (अधिसूचित क्षेत्र समिति) होती है और सात हजार या दस हजार से ऊपर की आबादी के लिये म्यूनिसिपल कमिटी होती है । इस वास्ते मेरी नजर में यह पापुलेशन (जन संख्या) का जो जिक्र किया गया है तथा टाउन एरिया कमिटी और टाउन कमिटी का जिक्र किया गया है यह अनावश्यक (Redundant) है । एक ओर तो आप २०,००० की आबादी रखना चाहते हैं और दूसरी ओर टाउन कमिटी और टाउन एरिया कमिटी रखना चाहते हैं, यह कुछ ठीक मालूम नहीं पड़ता है । इस चीज को ध्यान में रखते हुए मैं ने एक संशोधन की सूचना दी है ।

दूसरी बात यह है कि यह जो २०,००० जनसंख्या की बात रखी गई है यह क्यों रखी गई है, यह मेरी समझ में नहीं आता है । क्या इसे किसी जिद् के कारण रखा गया है या इस लिये रखा गया है कि यदि वहां की आबादी २०,००० से अधिक है इस वास्ते उस की जिम्मेवारी केन्द्रीय सरकार न ले । मेरा अनुभव तो यही बतलाता है कि हमारी इन इंस्टीट्यूशन्स की आर्थिक स्थिति ऐसी नहीं है कि वह इस भार को सहन कर सकें । जब हमारी सरकार करोड़ों रुपया खर्च करने जा रही है और बड़ी-बड़ी जिम्मेवारियां अपने ऊपर ले रही है तो मेरा सुझाव है कि म्युनिसिपल एरियाज के अन्दर जो एक-एक और दो-दो मील के टुकड़े पड़ते हैं उन की जिम्मेवारी भी उसे अपने ऊपर ही ले लेनी चाहिये । यदि इस का भार म्युनिसिपैलिटियों के ऊपर ही छोड़ना है तो केन्द्रीय सरकार को इनसे इकरारनामें या एग्रीमैंट करने पड़ेंगे और कई दूसरी चीजें करनी पड़ेंगी । इसलिये मेरा सुझाव है कि इस धारा को ही हटा दिया जाय ।

दूसरी बात जो मैं कहना चाहता हूं वह यह है कि इस में एक धारा के जरिये वह व्यवस्था की जा रही है कि जहां पर पुल इत्यादि पड़ेंगे वहां पर चुंगी ली जा सकेगी या फीस ली जा सकेगी । मैं निवेदन करता हूं कि यह राष्ट्रीय सरकार के लिये कोई शोभा की बात नहीं है । आज भी हमारी जो गांव सभायें इत्यादि हैं वे भी चुंगी वगैरह वसूल कर रही हैं ।

यह कितनी विचित्र बात है कि कहीं पर भी दो कदम जाइये, तो एक नई म्युनिसिपल कमेटी शुरू होती है और वहां उस का अपना कर्मचारी खड़ा रहता है, जोकि चुंगी वसूल करता है । शायद मंत्री महोदय बताने की कृपा करेंगे कि इस तरह की फीस से—इस प्रकार चुंगी वसूल करने से—उन को कितने लाख अथवा करोड़ रुपये की प्राप्ति हो जायगी ।

1 P.M.

मैं आप को एक उदाहरण देता हूं । यदि हम दिल्ली से मुरादाबाद के रास्ते लखनऊ वाले राष्ट्रीय जनमार्ग पर जायें, तो गढ़ मुक्तेश्वर के स्थान पर गंगा को पार करना पड़ता है । बरसात के दिनों में वहां पर मोटर की रेल के द्वारा उस पार ले जाना पड़ता है । बाकी दिनों वहां नावों का पुल बना रहता है । वहां पर भी इसी प्रकार चुंगी वसूल की जाती है । मुझे पता नहीं कि वहां से कितना रुपया मिल जाता है । अगर वहां पर वह चुंगी वसूल न की जाती, तो मेरा विश्वास है कि वहां पुल कभी का बन चुका होता । अब केन्द्रीय सरकार सोचती है कि चुंगी वसूल हो ही

रही है, हर साल ठेकेदार नावों का पुल बना देता है और जनता का काम भी किसी न किसी प्रकार चल ही रहा है । अब तो वह पुल बनने वाला है और उस का काम शुरू हो गया है । फिर भी तथ्य यह है कि केवल उस चुंगी की वसूली के कारण अब तक वह पुल बनाने में विलम्ब और ढील की गई है । अभी हाल ही में हमारे प्रतिरक्षा-संगठन मंत्री, श्री त्यागीजी, बिजनौर गये थे । उन को भी अपनी कार रेल से ले जानी पड़ी और कई घंटे तक वहां इन्तजार करना पड़ा । मेरा सुझाव यह है कि चुंगी की इस व्यवस्था पर फिर से विचार किया जाय । मेरा ख्याल है कि यह केन्द्रीय सरकार की शान के खिलाफ़ है कि कहीं पर एक पुल आ गया और उस ने वहां पर चुंगी वसूल कर ली ।

अब मैं जिस बात का उल्लेख करना चाहता हूं, यद्यपि वह बहुत महत्वपूर्ण नहीं है, लेकिन एक दृष्टि से वह कम महत्व की भी नहीं है । कुछ धाराओं में यह व्यवस्था की जा रही है कि यदि किसी राष्ट्रीय जन-मार्ग के किनारे पेड़ होंगे, तो सड़क के साथ ही उन पर भी केन्द्रीय सरकार का अधिकार होगा । यह बहुत अच्छा विचार है । मेरा ख्याल है कि हमारे परिवहन मंत्रालय को इस बात की कोशिश करनी चाहिये कि जहां तक सम्भव हो, उस के अधिकार-क्षेत्र में आने वाली सड़कों के दोनों ओर छायादार और फलदार पेड़ लगाये जायें, ताकि वन-महोत्सव का हमारा आन्दोलन सफल हो सके और उन सड़कों पर यात्रा करने वाले लोगों को छाया भी मिले और खाना भी मिले ।

एक और बात का उल्लेख कर के मैं समाप्त करता हूं । कुछ वर्ष पहले मैं ने देखा था कि राष्ट्रीय जनमार्गों के किनारे पर मील के चिन्ह और दिशाओं और स्थानों की ओर संकेत करने वाले "दाईं ओर मुड़िए", "बाईं ओर मुड़िए" इत्यादि के चिन्ह हिन्दी भाषा में होते थे । मैं ने सुना है कि अब अनिवार्य आदेश दिया गया है कि भविष्य में वे चिन्ह अंगरेजी में हों । मैं अंगरेजी का विरोधी नहीं हूं । संविधान के अनुसार हम ने उस को पन्द्रह वर्ष तक अपने देश में रखने का निर्णय किया है; इसलिये उसे हम को एक सम्मानित अतिथि की भांति रखना चाहिये । लेकिन उस का मतलब यह नहीं है कि उस को स्थान देने के लिये हिन्दी को निष्कासित कर दिया जाय । मेरा सुझाव है कि राष्ट्रीय जनमार्ग पर इस प्रकार के जितने भी चिन्ह हों, वे अंगरेजी और हिन्दी दोनों भाषाओं में हों । दक्षिण भारत में भी ये चिन्ह दोनों भाषाओं में हों । उन को पढ़ कर धीरे-धीरे लोग उन शब्दों को सीख जायेंगे और वे उन की भाषा का अंग बन जायेंगे और इस प्रकार सारे देश में हिन्दी का प्रचार हो जायगा ।

मैं सदन का अधिक समय नहीं लेना चाहता हूं । अतः इन शब्दों के साथ मैं इस विधेयक का हार्दिक स्वागत और समर्थन करता हूं और आशा करता हूं कि मेरे सुझावों पर माननीय मंत्री महोदय विचार करने की कृपा करेंगे ।

Mr. Speaker: Before proceeding, let me ascertain how much time we shall spend. I have as many as 14 names sent to me and four hours have been allotted for this Bill. I find that notice of amendments—four of them—is tabled only by Shri Bhakt Darshan. Is he moving all these amendments?

Shri Bhakt Darshan: That I shall decide after the Minister's reply.

Shri R. D. Misra (Bulandshahr Distt.): I have also sent in amendments.

Mr. Speaker: Altogether four hours are allotted. How shall we distribute the time?

Shri Alagesan: One hour for the clause by clause discussion.

Mr. Speaker: Three hours minimum for general discussion.

Shri K. K. Basu (Diamond Harbour): You know that we have saved time on the Motor Vehicles (Amendment) Bill.

Mr. Speaker: The hon. Member has not got a collective idea of what has to be done. We will confine ourselves to four hours. Let us not extend that time.

Shri T. N. Singh: In view of the fact that there are very few amendments, the clause by clause discussion may not take much time. I think half an hour would be sufficient.

Mr. Speaker: All right. But I will not extend the half an hour, because of the fact that there is a lot of work to do. Ten minutes will be allowed to each hon. Member.

Shri T. N. Singh: Is it necessary to send names before hand?

Mr. Speaker: No, no. The hon. Member never sends his name. He always catches my eye.

Shri U. M. Trivedi: Every one is welcoming this Bill and I also join in this chorus. The Bill is very necessary for our country. But I feel that sufficient is not being done. It is a pity that at present Government has taken upon itself the responsibility to declare only 13,800 miles of highways as national highways. It should have been at least commensurate with the length of the railways. We have got 40,000 miles of railways under us and it would not be out of proportion if we had declared 40,000 miles of these roads as national highways. The Government should go progressively ahead because the enabling provision is there that the Government may declare any other highway as a national highway; Government should not hesitate to take note of it.

I am at one with Shri Bhakt Darshan when he remarked that there is no reason to make an exception, as provided for in clause 2, about a roadway being exempted from the provisions of this Act if that roadway passes through a municipal area and that municipal area is that of a municipality of more than 20,000 people. Municipalities are not very rich. Not only that. What happens is this. If the municipalities do not attend to the construction of the road or the repair of the road or its proper maintenance, and if it is an area, say, about a mile or two miles or three miles in length, the movement of the vehicle—when it is passing through a congested or thickly populated area—is already retarded and on top of it, when the maintenance of the road is very bad, the vehicles do get affected, and the pleasure of the journey is marred by letting municipalities maintain this road. To maintain the road once it has been constructed will not be a very difficult problem for the Government which is prepared to maintain roads to the extent of 13,800 miles. Therefore, I would suggest that the words occurring in clause 2(1) "except such parts thereof as are situated within any municipal area" be deleted. The national highway must be made to run and be maintained by the Union Government all along.

Then I will draw the attention of the hon. Minister to this vague provision in clause 4, "all lands appurtenant thereto, whether demarcated or not". This creates a lot of trouble and the poor villages are generally very much harassed by the P.W.D. where their fields are abutting on the roads. A contractor goes and he digs out any piece of lands that he wants for the earth that may be needed for purposes of dressing the road. Big patches out of the fields are dug out this way. Therefore, the boundary must be a demarcated boundary and not an undemarcated one. There must be a specific provision that 20, 18 or 40 feet—whatever you like—on either

side of the road must be the maximum boundary of the road. This should not be left to somebody to determine on the spot whether an area is appurtenant or not appurtenant to the road. I have seen many times big quarrels cropping up on account of the digging of the earth from the nearby fields. Therefore, this provision must not be left as vague as it is.

Why I was submitting that Government should declare more roads as national highways is this. We have our States which have been formed today and which may come into being hereafter. They have not given up their narrow-minded parochial outlook and they will creat all sorts of disturbances for passengers, particularly those passengers who have the misfortune to travel by public carriers.

I will give the hon. Minister an illustration which may be of help to him and which may, perhaps, be able to solve the difficulties of persons who travel through to Jhalawad Road station. Jhalawad Road station is so situated that a portion of this station—the loopline—is in the Madhya Bharat territory and the main line is in Rajasthan territory. Passengers coming to Jhalawad Road station all the way from 70, 80 or 90 miles, when they just come near the level crossing, see a board written, 'Rajasthan State territory'. No passenger bus is allowed to travel through this Rajasthan State territory and all the passengers have to carry their luggage on their heads. This is going on for the last 6 years and the Rajasthan Government is adamant enough (*Shri K. K. Basu*: Physical exercise!) not to allow the passenger buses to run to the station, which is only at a distance of one furlong, 220 yards. This has been going on to the chagrin of the passengers travelling all the way from a distance 70 or 80 miles. If this portion of the road is declared a national highway, we can have a national highway which runs from Neemuch to Biora. It runs directly east without any trouble. If we declare this a national highway, then, the trouble of the passengers would go away.

Similarly, I would point out to the hon. Minister that there was a road up to 1920, and still there is a road, connecting Ajmer with Mhow. In the British days Nasirabad was a military station of great importance; similarly was Neemuch as also Mhow. Even today Nasirabad is a military station and Neemuch is the headquarters of the Central Reserve Police and Mhow is a big cantonment. There is a road which connects Ajmer to Mhow connecting it with Roadway No. 4, which we call the Agra Bombay road. National Highway No. 9 passes through Ajmer. If a connecting road between Ajmer and Neemuch connecting No. 9 with No. 4 is declared a national highway, a proper road will be maintained and it will reduce the distant to Bombay by about 140 miles. Already roads are there except for a few culverts. On account of the road passing in the olden days, through the territories of the various small States like Shahpura, Udaipur, Tonk in Nimbaheda, Jaora, Rutlam, Sailana and all those States, it was neglected and, having been neglected, at places, it is in a very dilapidated condition except in areas where it passed through the Holkar State and the Gwalior State. I think it is high time that Government takes up this road under its own control and declares it a national highway.

I say that Government should take care to increase the number of highways on a further ground also. If these small municipalities do not maintain the roads and if any action has to be brought by anybody on the ground of misfeasance or nonfeasance, those poor people who might suffer on account of this misfeasance or nonfeasance, they may not be able to recoup or recover the losses or damages they might suffer from such small municipalities. Therefore, it is necessary that the big highways passing through small municipalities —I agree that a limit might be plac-

[Shri U. M. Trivedi]

ed in this respect that the liabilities of big municipalities should not be put upon the head of Government say municipalities which have got a population of more than I lakh must be made to maintain the roads and must be made responsible to maintain the roads that pass through their limits —the population of which may be less than 1 lakh, should be taken over by Government and these municipalities should be not mulcted with the cost of maintaining the roads which pass through them.

Shri S. L. Saksena (Gorakhpur—Distt.—North): Mr. Speaker, Sir, I welcome this opportunity and I am very glad that this is the first measure about road which we are going to pass. I would only draw the attention of the Minister to some omissions about national highways.

One important omission seems to me to be about the Grand Trunk Road. There has been diversion from Kanpur *via* Agra and Etawah. The old road was from Kanpur to Farrukhabad and then to Aligarh and then to Delhi. This is a very ancient and, I think, also a very important road. I do not deny the importance of other roads, but this must not be neglected. It is a very important road. Already it is a good road and if the maintenance is proper it shall be a very important artery. I suggest that this old Trunk Road should be maintained as it was and no portion of it should be left to the States.

Secondly, I want to draw attention to the Nepal border. In one place the national highway runs up to Raxaul; Motihari, Sigauli, Raxaul is a border of 700 miles, on the Nepal border. After the independence of Nepal, or after Nepal has been liberated from the old Rana rule, the problem has become very important. There is no road connecting the various places on the border. I suggest that there should be a road along the Nepal border which should be maintained by the Government of India as a national highway. It would be important strategically and it would also provide a means of keeping check on dacoities. What happens in the Gorakhpur district? Dacoities take place in Nepal by Indian people and then they come over to this side. Some dacoities take place on the Indian side by Nepal people and they run away to Nepal. The result is you cannot get them, because there is no road along the border. There are dacoities on both sides of the border and life becomes miserable. There are already some roads. But what I would like to suggest is that there should be, just like the Trunk Road, a road on the border of Nepal. This will be useful strategically and also to maintain law and order on both sides of the border. Just as we have got a road from Raxaul to Nautanwa, this road from Gorakhpur to Nautanwa may be declared a national highway. This is the only way of going into Nepal. It it at present a motorable road. It would be important because thousands and thousands of Gurkha soldiers go by this road to Nepal and there is heavy traffic also. I would suggest that the importance of the Nepal border should not be minimised and we should have the road maintained by the Government of India. This should be constructed if not existing and, if existing, it should be maintained by the Government of India. This will help us in many ways. There are very good forests also in the border areas of Nepal, which are fertile. On account of their being no roads, the whole area is being kept in the dark. If a road is made there, it will be a very important link—particularly I request a road on the border of Gorakhpur. If there is such a road, it will open the whole area and there will be good income to those areas as well as to the roads because it will create a lot of traffic there. I request that this suggestion may be examined and it should be included here.

About the road from Faridabad to Allahabad, this is a very important road in U.P. as it connects some of the very important districts there. This should also go through Azampur

and Jaunpur before touching Allahabad. This is a very important road already, and it should also be kept as a national highway. This suggestion also may be favourably considered.

Shri Anandchand (Bilaspur): I have only a few observations to make on this Bill. It is a welcome provision that we are declaring certain of these routes as national highways. In every country there are national highways, but there is a distinct characteristic in the other countries, whether we take the "Autobahn" of Germany or the 'Route National', of France and that is that they look different—better preserved, having better surfaces, bridges are well built and so on and the traffic on the road does not move in the same pace in which it does on our national highways.

There is a special provision about railway crossings. I want to draw the attention of the hon. Minister especially to that. On our national highways system even today, there is a lot of leeway to be made up about the railway crossings. I have many examples in mind, but I will give one particularly on the national highway from here to Ambala and on to Simla as an example. Take the railway crossing at Ambala Cantonment. In that cantonment there is a crossing, which, about three or four times during the day when the traffic is highest, remains closed; the trains move to and fro and you have to wait at least for half an hour, sometimes even three-quarters of an hour. I am just citing this as an example to show that on these national highways, such flat crossings without any bridges should not be there or should be minimised, especially when the highway connects us to the borders of India in the Northwest.

Another matter that I want to draw the attention of the hon. Minister to was very ably stated by my friend here from Garhwal—about the cesses and tolls. I agree with what he said and with all the emphasis that I can command I would say that the tolls and cesses should not be imposed by Government. There should be no provision for them on the highway system. On a national highway, naturally we expect that the traffic will move without let or hindrance and it should not be subject to petty charges on the way, whether they be two or three annas for a bridge or tunnel or whatever it is. I do not think we have many tunnels although tunnels are also provided for—perhaps it is the Banihal Tunnel. It is a wonderful feat of engineering and we are proud of it. I think there should be no provision for these tolls because that does not redound to the credit of the Central Government.

Another point that I wanted to draw the attention of the hon. Minister to in this connection was that special consideration should be given to border areas in so far as the national highway system is concerned. I have in mind the eastern borders of India and the western borders of India. About the eastern borders, and the highways that are now laid down in the schedule connecting the State or East Bengal with the rest of the country, I think the system is all right, and I can suggest very little improvements thereon. But so far as the western borders are concerned, we have at the present moment, if we go through the map, the two national highways connecting the borders of India with Pakistan on the West. There is one national highway going from Delhi to Hissar, and on to Fazilka; the other national highway goes from here to Ambala and on to Jullundur, from where one branch goes to Mukerian and Pathankot and the other goes to Amritsar. Both these highways should be there and they connect important centres of this country with the western border. But then they pass through territories which are geographically not very difficult to traverse. From the defence point of view I was going to say that it is not a difficult territory to traverse. The war, the last war, as everyone knows, is a war of depth, with all the tanks and machinery and people can penetrate miles and miles.

[Shri Anandchand]

These highways, situated as they are, might be out of commission on account of the very nature of the country through which they run. I was looking at this map, and I think that so far as the defence of this part of the country is concerned, we have placed Simla as the Headquarters of the Western Command and so I should have thought that we should have another highway connecting Simla with Pathankot, passing through the hills, and that would have been a welcome addition to the national highways that are already there.

Shri Hem Raj (Kangra): That should not go from Hoshiarpur to Dehra-Gobipur and then to Shahpur, Dumera and Udampur....

Shri Anandchand: That comes in the way. My hon. friend is mistaking the topography of the land. What he has in mind is the small area lying on the route to Palampur. Kangra Valley comes in the way.

Shri Hem Raj: Kangra is very near the border....

Shri Anandchand: I am sorry if I was going to answer any question of my hon. friend, but I think as it is only a matter of detail, it can be looked into. What I have in mind is an alternate system for that area which does not pass through the plain country as it might be desirable from the defence point of view.

Mr. Speaker Hon. Members may note that some items are included in the schedule today in this Bill. There is a provision that other items can be included by a gazette notification. So, the more important ones may be referred to here. Possibly if one hon. Member wants to give all his suggestions, which should be taken into consideration, he may go on stating them. I am not complaining that the hon. Member is taking much time, but it may be better that the more important ones might be referred to here and the others might be communicated to the hon. Minister.

Shri Anandchand: That is exactly what I had in mind. It was only on that account that I did not say anything about the eastern border, but I mentioned this about the western borders as it happens to be a very important suggestion.

One more point and I have done, and that is about the absolute necessity of some kind of a system on these national highways by which what might be called the fast-moving traffic, which has to move between two points, is accelerated. In other countries—I do not want to give examples because they have all better systems at the present moment and have more finances too—there are certain provisions whereby certain kinds of vehicles, slow-moving vehicles are either provided for separately or there is a system in the national highway itself whereby the road is divided into two portions, each portion again subdivided into two, where the slow-moving traffic can be bypassed by the fast-moving traffic. I know that system; I know it would be expensive; we would have to widen the national highways in this country quite a lot. But it could be tried on certain routes where traffic is heavy, so that the fast-moving vehicles between two important points are not put to any inconvenience on account of a mix-up with the slow-moving traffic or vehicles along the same road.

I wish to make a certain point which my hon. friend Shri Trivedi stated, that is, about the municipalities. While I agree with him that so far as the municipalities are concerned, some of them, the smaller ones, should not be asked to shoulder the expenses of the national highways, I would go one step further and say that the municipalities should not be brought into the picture at all. I would suggest respectfully and forcefully that all important towns, if they come in the national highway system, should be bypassed, and there should be a by-road connecting the main national highway with the town and the national highway should not go through the town as such, because going through the town

is not essential except for those people who have something to do with or to halt in that particular town. It is not necessary now. When these roads were originally built, the basic consideration was that they should pass through an important town or village and so on. When we are doing it on the basis of a long transport system which connects one end with another, it is not absolutely essential that each of these national highways should pass through a big town. Let there be bypasses and let them be connected to the national highways so that these fast moving vehicles need not go through the congested areas and affect the traffic there. If that is done, no contribution may be paid by the municipality. I would, however, urge that the municipalities in India today are not very rich. They have a dozen functions to perform and they are not able to perform them with their limited funds. Why should we add this burden to them? The amount of money which will have to come out from these municipalities will be very small and I feel that the Central Government, with its resources could meet this expenditure.

Shri T. N. Singh: Sir, this is a very welcome measure which should have come much earlier. Judging from the amendments, I assume that there is general agreement on the principles of this bill.

I want to make an observation in regard to the engineering aspect. These roads while facilitating quick transport, create other problems. When in the construction of roads due care is not taken they create flooding problems in the villages. Water which has a general natural flow in certain directions is blocked. The system followed in the construction of irrigation canals is generally to follow the line of the land where it is at the highest level. They go from the highest levels so that water can flow, from the canal, on either side. If there is proper alignment of canals they do not hamper the natural drainage system of the villages. I wish that, while constructing the new national highways, this aspect is considered by the engineers. In the construction of certain national highways as they are today, certain problems have been created because of faulty construction. I would urge very strongly on the engineers who will be taking up this task to see that the natural drainage system of the rural areas is not disturbed by faulty construction of the roads. I now come to the financial aspect. We finance these schemes in several ways. There is petrol cess, road fund, etc. Some contributions are made from the general revenues also and some subsidy is given to the States for the maintenance of the national highways. I feel that the time has now come when we should systematise this. Though national highways should not be treated as a full-fledged commercial proposition, in a sense, they are also a commercial proposition. When we treat the railways or waterways as a kind of commercial proposition, I see no reason why due attention on commercial aspects should not be paid in the construction of national highways also. We are taxing the people for road development and they get certain advantages. They are using these roads. The very fact that there are certain tolls and cess which are levied and collected for the construction of certain bridges shows that the service rendered by highways has a money value and people do pay for it.

I would like to say a few words about the financing of our national highway schemes. I do not know what the present position is, but it appears that we are using current taxes for capital expenditure. Of Rs. 55 crores that we propose to spend, we get about Rs. 5 crores from petrol cess. Construction of a new road is a kind of capital expenditure. Is it right to use the current receipts from a tax, meant to cover mainly maintenance of the roads, for financing capital projects? I see nothing intrinsically wrong in ploughing in surpluses for capital expenditure but, the principles have to be clearly enunciated so that we may follow a rational practice. There may be a funding of

[Shri T. N. Singh]

our resources. These questions: what shall go to the current expenditure, what to the capital expenditure, how we shall finance it—should be considered and studied from all points of view. I want the Transport Minister to apply his mind to this and find out whether it is possible to treat National Highway as a semi-commercial proposition and see that the taxes or cess levied are enough to meet the current expenditure. Then there are other problems namely, how to get more resources, how to make the tax-payer share the burden of construction of new roads, should it be limited to income from cesses, etc? All these things should be considered.

I hold very strong views on cesses, tolls etc. that are levied at certain points on road by local bodies or State and Central Governments. You are, Mr. Speaker, familiar with the Buckingham Canal and what great service it was rendering in the past. Now, it has almost gone out of use, apart from silting and other things because of, one factor. There are all kinds of tolls at various points on this canal. These tolls and levies have hampered the flow of traffic on the Canal. Similarly, I feel that the tolls on national highways are a hindrance to traffic. I know of a case where, for the purpose of constructing a bridge, a certain toll was levied. Many times over the cost of construction of that bridge has been realised by way of the toll tax but still the toll tax goes on. It now forms part of the general revenues of a municipality or the district board. There is a tendency to continue this burden indefinitely. That is why, I say that we should somehow find some way to rationalise these tolls and levies at various points. I would urge that as far as possible, these tolls should be abolished. They should not be levied at all. If the local boards have to be compensated some way may be found to do that. There can be some arrangement among the State Government, the Central Government and the local boards for this purpose.

Shri N. M. Lingam (Coimbatore): A little while ago the hon. Member said that, if possible, it should be made a semi-commercial proposition. At the same time, now he says that these tolls, levies etc. should not be levied. How does he reconcile both his statements?

Shri T. N. Singh: What I am saying is about the individual points where these cesses are levied. That is a wrong system. I want adequate income to be earned, but not by levying tolls at certain points. That is what I am suggesting. How to get those resources, how to rationalise them so that the burden is evenly distributed all over, is a matter on which some arrangement can be arrived at by negotiation between the Central Government, the State Governments and the local bodies. They should work out a financial formula for the purpose. To have a point to point special levy or tax is not proper.

Shri R. D. Misra: If that is the only road entering the limits of a municipality and that is the only source of its income, then what does he suggest?

Shri T. N. Singh: I do not want to deprive the local body or the municipality of a few thousand rupees. I only said that they can get it in the form of a subsidy either from the State Government or from some other general levies that are made.

An. Hon. Member: Have you any plan?

Shri T. N. Singh: That has to be worked out. It is very difficult for me to detail out a plan in this connection off-hand.

The fourth point to which I want to draw your attention is in regard to the cess we are getting from diesel oil. I understand that diesel oil cess is going to the general revenues. I see no reason why it should be so. If petrol cess can go to a special fund, why not the diesel oil cess? Moreover, I foresee that in future diesel oil will come in greater use for transport purposes on the roads. It is cheaper also. I see no reason why

this transport system should not be encouraged. Being cheaper, it can also bear a slightly higher cess.

I have only tried to point out some of the ways by which we can make national highways self-financing. I would strongly urge on the Transport Ministry to put up a case before the Government or, if it is necessary, before the House here so that the income from diesel oil cess is earmarked for road development purposes and that it does not go, as it is going at present, to the general revenues. Some such system has to be evolved.

Shri Achuthan (Crangannur): Mr. Speaker, Sir, I welcome this measure. In fact, it was long overdue, because in the Union List we have said that the Parliament can declare certain roads as national highways.

The hon. Minister, while moving the motion for consideration, said that during the Second Five Year Plan there is no likelihood of any additional national highways being taken up. I do not know if he is very serious with regard to that statement, because I find even now certain big roads, almost akin to national highways, are being constructed and maintained by the Central Government. The West Coast Road—Shri Kelappan was about to refer to that—connecting Bombay and Cape Comorin through Malabar and other regions does not find a place in this Schedule. According to me it ought to have found a place in this Schedule, because it is a very important road. It goes *via* Malabar and connects Travancore-Cochin with Bombay. It has got commercial importance, strategic importance and traffic importance also. Moreover, I understand that at present there is no road to connect the national highways which are running on either side of the Western Ghats. Here in this Schedule we find item No. 36 which is the highway connecting Salem, Coimbatore, Trichur, Ernakulam, Trivandrum and Cape Comorin. There is the other road, item No. 8, the highway starting from its junction near Banaras with the highway specified in serial No. 3 and connecting Mangawan, Rewa, Jabalpur, Lakhnadon, Nagpur, Hyderabad, Kurnool, Bangalore, Krishnagiri, Salem, Dindigul, Madurai and Cape Comorin. So the national highway under item No. 8 goes to the Madras territory. Item No. 36 goes to Travancore-Cochin and joins at Cape Comorin. In fact, there is no road to connect these highways in the middle excepting the railway line which may come into existence after two or three years connecting Ernakulam with Quilon. There is no road which connects these highways *via* the Western Ghat. In fact, the old Cochin Government attempted to have a small road, but it was not within their financial means to take a first class road between Chalakudi and Pollachi. There is even now a tolerably good road, but it is beyond the means of the State Governments, beyond their financial resources, to have a pucca road which will connect this western road to the Madura road. I therefore think the Government must consider the advisability of improving that particular road which is now in a very bad condition and which has got a very potential capacity as far as industrial, commercial and other kinds of traffic are concerned.

There are two or three bridges which are to be constructed by the Central Government. The Alwaye Bridge and the Arur Bridge are very important. I understand that in regard to Arur Bridge some tenders have already been called and the work has already been taken in hand. With regard to Alwaye Bridge I do not know what the position is. That Bridge is in the offing for the last 4 or 5 years. We have been pressing for it here and also the State Government. The only answer we have got is that it is coming. I do not know whether we have come to a final stage, when we can say that the work will be started within a certain time.

Coming to the question of municipalities, in this Bill we find that a municipality with a population of 25,000 or more will have to maintain national highways passing through its limits. I do not know where from

[Shri Achuthan]

the Government came to the conclusion that such municipalities which have got a population of 25,000 or more must be made liable to maintain the highways. Is it to be decided on the question of population alone, or because somebody has said that they are financially sound? There must be some other criterion. You can say that if a municipality has so much income then the Central Government would not spend anything. I can understand that. Now, in this so-called State of Kerala there will be petty municipalities having a population of 30,000, 35,000 and even 40,000, but which are not even now in a position to look after their by-lanes in the small towns. We have actual experience of that difficulty. They are now borrowing money from the State Governments concerned for maintaining even the small by-lanes in the municipal towns. How can they be burdened with the responsibility of maintaining the national highways in a better way? This point has to be seriously considered by the Government; otherwise the Government will have again to give help to these municipalities in some manner or other.

Then, how are we going to divide the rights after these highways are declared as national highways? Is there going to be a departure with regard to the criterion concerned, or will the old system continue? I do not know how far that is going to affect the resources of the States when this Bill comes into law and there is a change in respect of the allocation of the Central Road Fund because of the declaration of these highways as national highways.

These are some of the points that I wish to mention. I want once again to stress about the West Coast Road. Nothing has been mentioned about that. It is very essential and the Government has also started working in that line. The bridges are going to be constructed. It is an important road in the West Coast. Therefore, proper attention must be given to that. I would, therefore, suggest that, if possible, at the third reading stage or even now, the Government can bring in an amendment to include the West Coast Road also as a national highway.

श्री सिंहासन सिंह (जिला गोरखपुर—दक्षिण) : इस विधेयक का भवन के चारों तरफ़ से स्वागत हुआ है और मैं भी इस का स्वागत करता हूं । संयोग से इस समय यहां पर सब मंत्री महोदय बैठे हुए हैं मैं उन का ध्यान इस विधेयक के सम्बन्ध में चन्द बातों की ओर दिलाना चाहता हूं ।

इस बिल (विधेयक) के क्लाज़ (खंड) ४ के सब-क्लाज़ (उपखंड) २ के अनुसार हाईवे (राजमार्ग) के इर्द गिर्द की जमीन, चाहे वह डिमार्केटेड (सीमारेखांकित) हो या न हो, हाईवे में आ जावेगी । दफा (धारा) ४ के सब क्लाज़ १ में लिखा हुआ है :

"all lands appurtenant thereto whether demarcated or not;"

मुझे सन्देह है कि यह झगड़े की जड़ हो सकती है । आप जो भी हाईवे बनावें उस की जमीन निश्चित होनी चाहिये । अभी अभी उत्तर प्रदेश सरकार ने एक गज़ट नोटीफिकेशन (गज़ट अधिसूचना) निकाला है जिस में कहा गया है कि जो प्रान्तीय हाईवे गोरखपुर से बड़हलगंज होती हुई और गाजीपुर से होती हुई बनारस को जाती है, उस के मध्य से दो सौ गज़ की जमीन दोनों तरफ गवर्नमेंट के कंट्रोल (अधीन) में आ जायेगी । इस से लोगों में बड़ा कुहराम मच गया है क्योंकि न कोई इस ज़मीन पर मकान बना सकता है और न झोंपड़ा बना सकता है जब तक कि सरकार की अनुमति न ले ले और यह अनुमति देना कलक्टर (समाहर्ता) के अधिकार में है । हमारे देश में लोगों की घनी आबादी होने

के कारण जमीन का बड़ा कष्ट है और सरकार का इस तरह से ४०० गज जमीन दोनों तरफ लेना लोगों को पसन्द नहीं आ सकता । हमारे यहां सड़कों की चौड़ाई आम तौर पर ४० फुट या ६० फुट होती है । इस के दोनों तरफ कुछ जमीन डिमार्केट कर दी जाये ताकि लोगों को अन्दाजा हो जाये । इसलिये मैं सरकार को सुझाव देना चाहता हूं कि हाईवे की जमीन डिमार्केट होनी चाहिये ।

आप जितनी हाईवेज लेंगे उनके दोनों तरफ तो दरख्त लगे हुए हैं वे भी आप के हो जायेंगे । उन के लिये कोई मुआवजा देने का प्रावीजन इस बिल में नहीं है । अभी तक डिस्ट्रिक्ट बोर्ड्स (जिला बोर्डों) ने जो सड़कें बनाई हैं उन के दोनों किनारे या तो डिस्ट्रिक्ट बोर्ड (जिला बोर्ड) ने खुद दरख्त लगवाये हैं या लोगों से पेड़ लगवाये हैं इस शर्त पर कि उन के जो फल फल हों उन को वे इस्तैमाल कर सकते हैं और सूख जाने पर पेड़ काट ले सकते हैं, हरा पेड़ नहीं काट सकते । लेकिन अब ये दरख्त आप के हो जायेंगे और न डिस्ट्रिक्ट बोर्ड को, न मालिकों को और न प्रान्तीय सरकार को उन का मुआवजा मिलेगा । मेरा सुझाव है कि आप इस बिल में दरख्तों के मुआवजे का प्रावीजन भी रखें । जो सम्पत्ति आप लें उस का मुआवजा दें ।

इस के बाद मैं आप का ध्यान दफा ७ की तरफ दिलाना चाहता हूं । अभी तक जिन हाईवेज पर फ़ैरीज का टैक्स लगता था उस को आप ने माफ कर दिया है । लेकिन इस धारा के अनुसार आप फिर से वह टैक्स लगा सकते हैं । आप ने लोगों को यह टैक्स माफ कर के एक सुविधा दी हुई है । अगर आप इस सुविधा को वापस लेंगे तो लोगों में असन्तोष पैदा होगा, और जो वह आप को इस टैक्स के माफ करने के लिये आशीर्वाद देते थे वह यह टैक्स फिर से लगाने के कारण श्राप में बदल जायेगा । इसलिये मेरा सुझाव है कि जहां कहीं इन हाईवेज पर अभी तक फ़ैरीज पर टैक्स लगता है उस को चाहे आप माफ न करें लेकिन जहां आप माफ कर चुके हैं वहां पर फिर से न लगायें नहीं तो बड़ी गड़बड़ी होगी ।

इस सम्बन्ध में मैं एक बात और कहना चाहता हूं । गोरखपुर में दो हाईवेज हैं जिन पर कि आप की मेहरबानी से पुल बनने जा रहे हैं, एक बड़हलगंज में और एक राप्ती पर । बड़हलगंज के पुल की ओर मैं मंत्री महोदय का ध्यान खास तौर से आकर्षित करना चाहता हूं क्योंकि वे रेलवे मंत्री भी हैं । बड़हलगंज से बहराइच तक रेलवे बनाने का उन्हों ने अपनी बजट स्पीच में आश्वासन दिया था । इस साल उस का सर्वेक्षण भी हो जायेगा । मेरा सुझाव है कि यह जो सड़क का बड़हलगंज का पुल बन रहा है उस को ऐसा बनाया जाये कि इस पर रेल भी जा सके और सवारियां भी जा सकें, यानी इस एक रोड-कम-रेलवे ब्रिज बनाया जाये । ऐसा करने से आगे रेलवे का पुल बनाने का खर्चा भी नहीं होगा और यह काम एक साथ हो जायेगा । चूंकि दोनों काम एक ही मंत्री महोदय के अधीन हैं इसलिये मैं ने उन का ध्यान इस ओर आकर्षित कर दिया है ।

इन शब्दों के साथ मैं इस बिल का स्वागत करता हूं और उम्मीद करता हूं कि जिन दो तीन बातों की ओर मैं ने मंत्री महोदय का ध्यान आकर्षित किया है उन पर गौर किया जायेगा ।

इस में कहा गया है कि नेशनल हाईवेज (राजपथ) का जो हिस्सा बीस हजार से अधिक जनसंख्या वाली म्युनिसिपैलिटीज में हो कर गुजरेगा उस को आप छोड़ देंगे और उस को म्युनिसिपैलिटीज मेनटेन करेंगी । मैं समझता हूं ऐसा करने से बहुत दिक्कत होगी । सरकार को चाहिये कि वह सारी

[श्री सिंहासन सिंह]

सड़क को मेनटेन करे । अगर आप म्युनिसि-पैलिटीज (नगरपालिकायें) पर सड़कों का मेनटिनेन्स (संधारण) छोड़ देंगे तो नतीजा यह होगा कि उन की लिमिट के बाहर तो आप की सड़कें अच्छी हालत में रहेंगी और उन के अन्दर जो हिस्सा होगा वह खराब हालत में रहेगा क्योंकि २० हजार से अधिक जन संख्या वाली बहुत सी म्युनिसिपैलिटीज आप की सड़क को मेनटेन नहीं कर सकेंगी । मसलन बस्ती की म्युनिसिपैलिटी बीस हजार से ऊपर की है । उस के अन्दर आप की सीमेंटेड रोड तीन चार मील बनी हुई है । अगर आप ने उस हिस्से के मेनटिनेंस को म्युनिसिपैलिटी पर छोड़ दिया तो वह उस को मेनटेन नहीं कर सकेगी और आप की बनी बनाई रोड खराब हो जायेगी । इसलिये मेरा सुझाव है कि नेशनल हाईवेज को पूरी तरह से सेंट्रल गवर्नमेंट ही मेनटेन करे ।

इस के बाद मैं आप का ध्यान एक और बात की ओर खींचना चाहता हूं । आप की जो सीमेंट की सड़कें बनी हुई हैं उन पर राष्ट्र का बहुत धन व्यय हुआ है । मैं चाहता हूं कि आप सीमेंट और तारकोल दोनों तरह की सड़कों का मुकाबला कर के देखें कि किस पर ज्यादा खर्च आता है । आजकल जो आपकी सीमेंट की सड़कें बन रही हैं वह जल्दी खराब हो जाती हैं । हमारे यहां गोरखपुर में और बस्ती में आप की जो सन् १९३६ की सीमेंट की हाईवेज बनी हुई हैं वे अभी तक अच्छी हालत में हैं । लेकिन जो अब आप की नई सड़कें सीमेंट की बन रही हैं वे दो साल में ही खराब हो जाती हैं और उन पर सीमेंट विकने लगने लगता है । आजकल हालत यह है कि बाजार में सीमेंट की कमी है । गवर्नमेंट की बड़ी बड़ी योजनाओं में सीमेंट का बहुत खर्चा हो रहा है । इधर लोगों की अपने मकान बनाने के लिये भी सीमेंट की आवश्यकता है । हम देखते हैं कि गवर्नमेंट के परमिट के बिना लोग ब्लैक मारकेट से सीमेंट ले ले कर अपने मकान बना रहे हैं । यह सीमेंट कहां से आता है । इस का पता हम नहीं लगा पा रहे हैं । मेरा सुझाव है कि आप सीमेंट के स्थान पर तारकोल की सड़कें बनावें । उन की लाइफ भी करीब दो सीमेंट की सड़कों के बराबर ही होती है और उन पर खर्चा कम आता है । ऐसा करने से तारकोल की बिक्री भी बढ़ जायेगी । इस प्रकार जो बचत होगी उस को आप दूसरे निर्माण कार्यों पर लगा सकेंगे और जो सीमेंट इस तरह से बचेगा उस को दूसरी निर्माण योजनाओं के काम में लाया जा सकता है और जनता को भी सीमेंट मिल सकेगा और उन को चोर बाजार से १२ और १३ रुपया बोरी नहीं खरीदनी पड़ेगी । मेरा सुझाव है कि सड़क बनाने में आप सीमेंट के बजाय तारकोल का प्रोग्राम ज्यादा रखें । इस से देश में कुछ ईमानदारी भी बढ़ेगी क्योंकि लोग चोर बाजार से खरीदना बन्द कर देंगे ।

इन शब्दों के साथ मैं इस विधेयक का स्वागत करता हूं और उम्मीद करता हूं कि सरकार अधिक से अधिक हाईवेज को अपने हाथ में लेगी ताकि जनता को सुविधा हो ।

हुमारे ई श्री टी० एन० सिंह ने कहा कि सरकार को यह सड़कें कमर्शियल लाइन (वाणिज्यिक आधार) पर चलानी चाहिये । मैं इस को ठीक नहीं समझता । मैं चाहता हूं कि कम से कम रोड्स तो फ्री होनी चाहिये । अगर हम रोड्स को भी कमर्शियल लाइन्स पर चलायेंगे और फैरी का टैक्स आपने माफ कर दिया है उसको फिर से लगा देंगे तो लोगों में असंतोष फैलेगा । हमारे यहां अभी एजूकेशन फ्री (शिक्षा मुफ्त) नहीं है, मैडिसिन (औषधि) भी पूरी तरह फ्री नहीं है । कम से कम रोड्स तो फ्री होनी चाहिये । आप मोटर टैक्स लेते हैं वह भी तो रोड्स के लिये ही है । इस के अलावा आप कुछ सेस (उपव्यय) भी लेते हैं । वह भी सड़कों के लिये है । अगर आप

सड़कों को कमर्शियल लाइन्स पर चलायेंगे तो लोगों के मन में यह भावना पैदा हो जायेगी कि सड़कों पर भी आप टैक्स लेते हैं । आप की रेलवे कमर्शियलाइज्ड (वाणिज्यिक) है, शिपिंग (नौवहन) कमर्शियलाइज्ड है । और अगर आप सड़कों को भी कमर्शियलाइज्ड कर देंगे तो फिर कोई ऐसी सर्विस (सेवा) नहीं रह जायगी जोकि फ्री कही जा सके । हम राष्ट्र का बहुत सा धन लेते हैं, कहीं पर तो हम चलने के लिये सुगम रास्ते, नदी पार करने की सुविधा और अन्य सुविधायें दें । यह तो कम से कम फ्री हो । इस से ही हमारी जन सरकार की क्षमता बढ़ेगी और लोगों में उस के प्रति आदर बढ़ेगा । इसलिये यहां पर कामर्शियल भावना नहीं होनी चाहिये ।

इतना ही कह कर मैं इस बिल का स्वागत करता हूं ।

2 P.M.

Mr. Speaker: I shall distribute the time to the various States.

श्रीमती कमलेन्दुमति शाह (जिला गढ़वाल–पश्चिम व जिला टिहरी गढ़वाल व जिला बिजनौर उत्तर) : मैं इस बिल का स्वागत करती हूं क्योंकि मुझे आशा होती है कि हमारी तरफ भी एक बहुत बड़ा राजमार्ग बनने जा रहा है ।

मेरा निवेदन यह है कि यदि राजमार्ग बनाते समय किसी की भूमि उस मार्ग के अन्तर्गत आ जाये तो सरकार उस व्यक्ति को सम्भवतः भूमि के रूप में ही मुआवजा दे, अन्यथा द्रव्य के रूप में उचित मुआवजा दे । मैं पहाड़ी स्थानों से आती हूं इस लिये वहां की स्थिति को जानती हूं । वहां के गांवों का मुझे पता है । अक्सर यह होता है कि सड़क बनते समय अगर किसी की भूमि उस के अन्तर्गत आ जाती है तो उस को मुआवजा नहीं मिलता, और मिलता भी है तो जल्दी नहीं मिलता : किसी किसी को तो चार चार बरस हो गये हैं लेकिन मुआवजा अभी भी नहीं मिला है । इस वास्ते यदि राज मार्ग या बड़ी सड़कें बनाते समय किसी की जमीन वहां पर आ जाय तो उस को मुआवजा मिलना बहुत जरूरी है नहीं तो वे लोग बिना भूमि के रह जाते हैं और अन्न उपजा नहीं पाते हैं ।

जो राज मार्ग अभी तक बन चुके हैं, उन के अतिरिक्त अन्य राजमार्गों का बनना रुक सा गया है । बहुत आवश्यक है कि कुछ स्थानों में ऐसे मार्गों का और निर्माण हो । उन में से एक मार्ग का नाम मैं भी बतलाना चाहती हूं जिस को कि इस सरकार को अपने हाथ में लेना चाहिये । वह मार्ग है मेरठ से मुजफ्फरनगर, रुड़की, हरद्वार, ऋषिकेष, टिहरी, धरासू, उत्तर काशी से होता हुआ निलंग पास तक । यह राजमार्ग बनना बहुत आवश्यक है । मैं आप के ध्यान में यह भी लाना चाहती हूं कि उत्तर काशी तक मोटर सड़क बन गई है । लगभग २५ मील का टुकड़ा बाकी है जिस को मोटर सड़क बना देने पर राजमार्ग हो जायेगा और निलंग पास तक पहुंचेगा । मैं बहुत जोरदार शब्दों में कहना चाहती हूं कि यह सड़क बननी बहुत जरूरी है । अगर सरकार नक्शे पर देखेगी तो पायेगी कि दोनों ओर दूर दूर पर राजमार्ग हैं । यही एक गैप पड़ा हुआ है जहां पर राजमार्ग नहीं है । अगर यहां पर राजमार्ग बन जाता है तो दांये बांये दोनों ओर के राजमार्गों के बीच का पड़ा खाली भाग भी भर जायेगा ।

इस के पश्चात् मेरा निवेदन यह है कि सन् १९५७ से तो केन्द्रीय सरकार सब राजमार्गों का राष्ट्रीयकरण कर के उन का भार अपने हाथ में लेने जा ही रही है, अतः आवश्यक स्थानों में अभी से राजमार्गों का निर्माण होने लगे तो अच्छा है क्योंकि आगे चल कर सरकार को उन को अपने हाथ में लेने में आसानी होगी ।

[श्रीमती कमलेन्दुमति शाह]

सरकार शायद यह कहेगी कि पहाड़ी स्थानों में सीमेंट आदि का पहुंचना बड़ा मुश्किल है, फिर आज कल देश में सीमेंट और लोहे की कमी भी है। इस के लिये सरकार को मेरा यह सुझाव है कि २५, ३० वर्ष पहले जब सीमेंट का कोई नाम भी नहीं जानता था, उस समय सीमेंट के स्थान पर पत्थर से, जो कि हमारे यहां बहुतायत से पाया जाता है, चूना बनाया जाता था। चूना और पत्थर से मिल कर जो मकान १५० वर्ष पहले बने थे वह अभी भी काफी मजबूत हैं और उन में एक बूंद भी पानी नहीं टपकता है। इस लिये मेरा निवेदन है कि पहाड़ी स्थानों में जहां पर पत्थर इतना अधिक है, वहां पर उस को काम में लाया जाय। उसका चूना बना कर सड़कों पर बिछा दिया जाय तो सड़कें बड़ी पक्की बनेंगी और दूर से सीमेंट पहुंचाने की अड़चन भी नहीं रहेगी और बड़े सस्ते में आसानी से सड़कें बन जायेंगी। इस लिये चूना व बजरी को मिला कर पहाड़ के नैशनल हाइवेज बनाने चाहिये।

2-05 P.M.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

यह तो एक जानी हुई बात है कि यातायात बढ़ाना मार्मिक अर्थात स्ट्रैटजिक प्वाइंट औफ व्यू से भी तथा और बातों को देखते हुए बहुत अधिक जरूरी है। बिना सड़कों के बने हुए और यातायात बढ़े हुए कोई भी पहाड़ी स्थानों पर सरलता से नहीं जा सकता है। आप मेरे टिहरी गढ़वाल को ही ले लीजिये। वहां का हाल ऐसा है कि हमारे मंत्री जी वहां के भीतरी भागों में स्वप्न में भी नहीं जा सकते, और दूसरे लोग भी वहां जाने में कठिनाई अनुभव करते हैं। मेरे जैसे ही लोग वहां पहुंच सकते हैं किसी प्रकार से। इस लिये मंत्री महोदय से मेरा जोरदार शब्दों में निवेदन है कि टिहरी गढ़वाल से होती हुई जिस नैशनल हाईवे का नाम मैंने अभी बताया है उस को जरूर बनवाया जाये।

Shri M. D. Joshi (Ratnagiri South): Mr. Chairman, I do welcome this Bill. But, when I went through the contents of the Bill, I was filled with despair. Highways Nos. 4 and 5 mentioned in the Schedule relate to Bombay. Highway No. 4 connects Agra, Gwalior, Shivpuri etc. and finally Bombay. I would request the hon. Minister to look at the map which has been supplied to us and glance at the west coast. What do we find there? There is no highway proposed along with the west coast. We only find very small narrow lines showing either provincial ways or roads. That is a very sorry state of affairs.

It was once said by a poet:

"East is east; west is west;
Never the twain shall meet".

He was a poet obsessed with the superiority complex of the west; he thought that the west was superior to the east. But here the matters are reversed. The east—I mean the east coast of India—has got a very broad highway, but the west has got nothing I would very humbly ask the hon Minister: "Are you going to allow east to remain east, west to remain west and never allow them to meet?" The provincial road from Bombay to Goa—Goa is for the present separate —was constructed some 75 years ago. It was meant for bullock carts and it is a zigzag road. When I was speaking in Committee 'B' on the second Five Year Plan, I mentioned this fact, namely, this area not being served by any kind of convenience. So long as this area is not served by good highways, it will remain backward for ever. The west coast, from Bombay to Mangalore, is a backward area. I speak not only for my district, but also for the districts beginning from Kolaba, Ratnagiri, Karwar etc. up to Mangalore, North Kanara and South Kanara. The whole area is not served by any kind of highway. I would have liked to move an amendment, but what is the use of moving

any amendment, if the hon. Minister is not going to accept it? Therefore, I very humbly urge for his consideration the utmost necessity of having a national highway in the west coast. In the original scheme containing the proposed national highways, there was a national highway proposed along the West Coast. It was somehow or other, dropped. I believe it was so late as in 1942 that bridges were constructed along with West Coast. They were constructed by the British Government for their purpose of moving troops, because there are no railways there. But the common man's need was not looked after and I am very sorry to find that in this Bill also it has gone unheeded. This is a very serious lapse in my opinion and I would request the hon. Minister to reconsider the Schedule and have No. 4-A. I would request the hon. Minister's attention to what I am proposing in the map as this is worth consideration. There should be a highway starting from Panvel, south of Thana, going on to Mahad in Kolaba district, then passing through Ratnagiri District *via* Rajapur, Phonda etc. going as far as Savantvadi and then going to Belgaum because for the present Goa is a stumbling block. From Belgaum it can be connected to Yellapur and Karwar, and proceeding —going as far as Mangalore. This is the highway that I would request the hon. Minister to include in the Schedule as highway No. 4-A.

Coming to the provisions of this Bill I find that in sub-clause (i) of clause 4 it is mentioned that "highways" include "all lands appurtenant thereto whether demarcated or not". It has already been pointed out by my hon. friend Shri Sinhasan Singh that this demarcation sometimes ranges as far as 200 yards on either side. In my own district I know that it extends to 100 feet or 200 feet. Now, most of these lands are paddy lands, cultivable lands and people find themselves in very great difficulty. As far as the highway is concerned, it is no where to be found on west coast. But then the land on both sides of the road, of whatever category, may be demarcated. If the land is demarcated, the ordinary peasant knows where he is and how far his land is going to be taken. But if it is not demarcated, what is the intention? How far will the highway extend? If it is not demarcated up to 100 or 60 feet, one is left wondering what is the intention. So, "all lands appurtenant thereto whether demarcated or not to the extent of 100 feet" or some such phrase should be there. I am not proposing an amendment. But this is necessary and it may be considered.

Then I endorse the suggestion made by one hon. friend here that highways should not pass through municipal areas as far as possible because it is not possible for municipalities to maintain the highways to that standard as that of the Central Government. The highways should bypass the area; if at all they have to pass through municipal areas, the municipalities should receive help from the Central Government in order to enable them to maintain the highways.

Regarding the linking of towns with highways, there are important towns along the West Coast which are situated just near the sea. I do not mean to say that the highways should pass through these towns. For example, my own town of Ratnagiri is along the coast line. I do not say that the highway should pass through my town. It would be nine or ten miles away. That should be the proper situation of the highway. The present Bombay-Savantvadi-Belgaum road is such that two buses cannot pass each other. Many times, especially in the monsoon days, accidents have taken place because two buses cannot pass each other safely at the same time. The road is so narrow. Therefore, a national highway is an absolute necessity in my part of the country. I would press this for the hon. Minister's consideration and I hope that this highway will be included in the Schedule.

Shri L. Jogeswar Singh (Inner Manipur): I thank you for giving me an opportunity to speak on this Bill. This is a very important matter indeed and this Bill is long over due. I welcome this Bill.

The Government of India accepted the full financial liability for the maintenance and development of certain national highways, with effect from the 1st April, 1947. But the responsibility for maintenance and development of these areas so far rested on the State Governments concerned. Now the Central Government is taking full responsibility for the maintenance of these roads. While, formerly, accepting the full financial liability, it did not exercise its powers with respect to the development and maintenance of these highways more effectively.

Previously, these roads were not properly demarcated. There is a very important national highway that proceeds up to the frontier between India and Burma. This is the highway connecting Kamargaon, Imphal and Palel and proceeding to the border between India and Burma, which is given as national highway in serial No. 30 of the Schedule. This highway connecting Kohima and Imphal on the border between India and Burma is a very important highway. At the same time, it is a strategic highway also. Up till now the maintenance of these roads was done by the Assam Government. As soon as this Bill is passed, the maintenance and development of these roads will be taken up by the Central Government.

So far as I see, the maintenance of the portion of the road from Dimapur to Kohima is very bad. The road is very bad because no repairs are undertaken. Since the Naga rebellion no labourers are available and so no repair is undertaken. The road between Kohima and Mao is also in a very bad state. Previously, the responsibility for the maintenance of these roads was with the Assam Government. The taking over of this responsibility by the Central Government is quite proper.

With regard to the levy for the maintenance of these roads I should like to say something. In the frontier areas the roads are comparatively very long and so the maintenance is costly. It will not be possible to maintain those roads unless the Central Government go to the help of the frontier States. Take, for instance, the case of the Manipur State. There the means of transport and means of communication is only by road. No rail road is available there. When there is no rail road the levy of cess or fees or tolls for canals and tunnels is not justifiable. It is not justifiable to impose a cess on the people when we have got no railways in our area. Taking into consideration all these facts, the Ministry of Home Affairs has recently abolished the cycle tax. Why? Why was the cycle tax abolished? By this cycle tax they were getting Rs. 20,000 annually. These Central taxes were abolished because the Home Minister found there was no other communication except road. The imposition or levy of a tax or fee in such areas where railways are not available is not justifiable. So, I request the hon. Minister to see that this levy by way of tolls on ferries and canals is not made in the case of Manipur State where there are no other communications except road.

I have received a letter from the hon. Minister, Shri Alagesan, regarding the maintenance of the Dimapur-Imphal Road which proceeds up to the Indo-Burma border. He has said that the portion which falls within the Indian Union is still maintained by the Government. He has also referred in his letter to what I had mentioned namely that the portion of the road within Burma is no longer maintained. His letter is very interesting because it shows the Government of India have taken keen interest in developing the road between

India and Burma. In his letter dated the 1st August, 1956 under D.O. No. PL-13(4)/56 he says:

> "The question of developing road communications between India and Burma was considered as early as 1944. Between 1944 and 1949 we made some suggestions to the Government of Burma to connect their road system with ours on the border. The Burmese Government have, however, not evinced much interest in our proposal."

The letter to the Burmese Government was sent as late as 1949. In those days the Burmese Government was perhaps not taking much interest in developing these roads, but these roads were maintained during the war time and still the portion lying in our area is being maintained. So, the only question is this, that the road situated on the Burmese side has to be maintained. The situation has also now changed. There is the Naga movement on our side of the frontier and there is the Karen movement on the Burmese side. In order to bring these areas under control they will be interested now in developing these areas so far as road communication is concerned, and they will respond favourably. So, I would request the hon. Minister to initiate negotiations anew with the Government of Burma so that the road link between India and Burma may be completed and this international highway can be maintained.

Another question is with regard to the highway which has not been included in the Schedule, namely the highway from Agartala to Assam up to Shillong, the construction of which has already been completed. I do not see any reason why this road should not be placed in the Schedule. The road from Silchar to Manipur should also be classified as a national highway. The reason is this. During the meeting of Committee B on the Second Five Year Plan Dr. J. C. Ghosh, member, Planning Commission said that this road from Silchar to Manipur is to be constructed before 1961. It would be classified as a national highway and this would be included in the Schedule of National Highways. I think this can be done because there is a provision in sub-section (2) of section 2 that any other highway can be included in the Schedule by a notification.

So, I welcome this measure. At the same time, my earnest request is this. In the Bill there is the provision that for the development or maintenance of any part of a highway situated within a municipal area, expenditure should be shared by the municipality concerned. Especially in this connection in the frontier areas which are economically backward, the municipalities are not working well. They are also new and they are not in a position to finance the development and maintenance of roads. Hence, this responsibility left with the municipalities should be done away with. I support the Bill.

Shri Biren Dutt (Tripura West): I come from Tripura. I want to speak.

Mr. Chairman: I do not deny the hon. Member is anxious to speak, but the Chair has also some right to call another Member. Before I call another Member, no one should begin to speak. Shri Lingam.

Shri N. M. Lingam: I support the Bill. The Bill is simple, but it is very important from the point of view of national reconstruction. Indeed, it is basic to our programme of development as envisaged in our Plan. The Bill presented simply regularises what is happening now in the country.

The broad features as explained by the Minister are: declaration of certain highways to be national highways, responsibility for the development and maintenance of national highways, delegations of functions in

[Shri N. M. Lingam]

relation to such development or maintenance to State Governments and subordinate authorities, the levy of fees for services and benefits rendered by national highways and agreements with State Governments. These things are actually happening now. The same procedure is obtaining as between the Centre and the States. What we do now is to regularise this by legislation.

That is good so far as it goes, but I would like to know how precisely the Government is going to develop and maintain the national highways. If it is the present system, that of entrusting it to the State Governments, then some observations are called for.

We see first of all that national highways are not of the same standard in the country. Whether it be with regard to alignment or surface or maintenance or other improvments like landscaping, the conditions are not the same throughout the country. In fact, in certain of the national highways the condition of the roads generally can be stated to be inferior to that of roads classed as provincial highways or even district roads. The reason for this state of affairs has to be looked into. I do not claim to have made a survey of the condition of national highways throughout the country, but from such observations as I have been able to make I could say that some of the roads classified as national highways can hardly lay claim to such an appellation even from the point of view of a layman because of several deficiencies in them. Their width is not adequate; their surface is not developed, and their sites are subject to erosion, to mention only a few of the defects in these highways. I do not know whether the Central Government have their own machinery for the inspection of these highways and for suggesting improvements where necessary. That is with regard to the state of the highways at present in the country.

Sometimes, I feel there is a sad neglect of these highways. It may be that these things are beyond the control of the Central Government. For instance, in the case of roads, the maintenance of which is entrusted to the State Governments, they may not have the engineering personnel to cope with these works, or it may be that there is not enough labour forthcoming, or, again, it may be that enough contractors are not forthcoming. But whatever the reason may be, the fact remains that the condition of the national highways is not as good as one desires it to be, at any rate, in certain parts of the country.

Then, I come to a few other aspects of the development of national highways. National highways can develop, only after two conditions are satisfied. One is the existence of a network of State highways, and what are called secondary systems of roads or feeder roads connecting villages. Unless the network of these roads is maintained in the proper condition so that they could feed the national highways which will be the arteries of communication and intercourse between States, there is no point in having too much emphasis on the development of national highways. The other adjunct to the development of national highways is the existence of adequate traffic on the national highways; and as the Minister pointed out, the transport policy of Government is closely allied to the development of national highways. Unless we have enough traffic, that is to say, unless the weight, volume and the intensity of traffic justify the construction and maintenance of national highways, there is no point in having national highways. Are Government satisfied that there is in the country today such traffic as to necessitate outlay on national highways as contemplated in the Bill or in our Second Five Year Plan?

To have such a traffic as will need the development of national highways on the scale adumbrated, we require a sound transport policy, and

that transport policy will succeed only if the automobile industry is developed, and commerce and industry are developed. I find, therefore, that these matters are related to one another.

So, for the national highways to develop sufficiently, and for this House to make allocations on a huge scale as is now contemplated, two main things are necessary, namely the existence of a good system of State highways and a secondary system of roads on the one hand, and the existence of a well-developed automobile industry, on the other.

As regards the automobile industry, we have seen that the Motor Vehicles Taxation Enquiry Committee, which went into the whole question, has said that the burden on the industry is very heavy. The committee has pointed out that the incidence of taxation in India on automobiles is the highest in the world. I do not know what view Government take of these recommendations. The committee has recommended a uniform rate of taxation on motor vehicles. Unless that is done, the committee points out, the automobile industry and highway transportation will not develop. Indeed, the committee has gone to the extent of saying that the condition of the existing roads itself constitutes an additional taxation on the transport industry, because the wear and tear owing to the nature of unsatisfactory roads constitutes an indirect taxation on motor vehicles.

So, I would like to know from the Minister what steps are being taken or are in contemplation to bring down or to regulate the levy of taxation on motor vehicles, so that an incentive may be given to the development of highway transport.

Coming to the system of roads, which is complementary to the development of national highways, I should say that there should be a balance between the outlay on national highways and that on the secondary system of roads. In a poor and underdeveloped country like ours, we cannot afford to have an expanded system of national highways, while our village roads and State highways are starved.

It is true that the state, the standard of the surface and other conditions of the various systems of roads, which are classified into four categories according to the Nagpur Plan cannot be the same, but even so, the village roads and the district roads and the State roads must be strengthened, so that they can effectively serve the national highways. In other words, the allocation on national highways and the schemes for their extension should bear a proportion to the allocations that we make on the development of State highways and district roads and their condition generally.

Some hon. Members referred to the taxation on vehicles and the question of making the national highways semi-commercial. I think one of the hon. Members had in view,—at any rate, I understood him to say—that national highways should as far as possible be self-supporting, when he said that they should be run on commercial lines. But here are some of the figures culled out from the Report of the Motor Vehicles Taxation Enquiry Committee. The taxation on motor vehicles has risen from Rs. 59 lakhs in 1947 to Rs. 703 lakhs in 1950, while in the Madras State alone, it has increased from Rs. 165 lakhs in 1947 to Rs. 347 lakhs in 1950. Incidentally, I may mention that of the taxation rates in the different States in India, the rates in Madras are the highest.

It will be seen from these figures that the taxation is steadily increasing, and even now, the entire outlay on national highways is met by the Central Government. So, it is a long cry from our position to the position envisaged by some hon. Members, namely that the national highways should be maintained and developed on a commercial basis.

But the most important thing that I would ask the House to realise is

[Shri N. M. Lingam]

that we have to satisfy ourselves that the outlay on the national highways is profitable. In fact, what some hon. Members meant when they said that they should be run on commercial lines was this, namely that the allocations that we make for the development of national highways in the Second Five Year Plan must bear a relation to the return that we can get from them.

In other words, in the matter of priorities, for the development of national highways, missing links and bridges should be given first preference and be attended to first. I would submit that each national highway should be taken up and completed for traffic, after a survey of the traffic on that highway has been made. If it is found, as a result of the traffic survey, that there is no justification for the development of a particular national highway, then that should be postponed and taken up at a later date. There is no use extending national highways all over the country, with missing links everywhere, missing links of bridges and culverts to be filled up everywhere, and allocating huge sums of money. Let us have a traffic survey of the various highways and take them up by stages, so that our national highways may bring forth the maximum results.

This brings me now to the question of the future of national highways. We in this country are far from the stage at which countries like America stand in regard to national highways. There, they have roadside improvements, beautification and control, provision for picnic-grounds, rest places, gasolene stations, all these amenities they have. That, of course, should be our long-term objective. But in the system of development also they have what are called controlled excess highways, parkways and freeways. The reason for my mentioning these is that we must have an integrated plan for the development of national highways from the primary stage, that is, from the village road stage, up to the national stage, and for such integration and for maintaining a balance and for seeing that the money spent on these roads are effectively spent, we must have a body like the Federal Bureau of Roads in the United States of America.

In fact, the Nagpur Plan had suggested the constitution of a Road Board by the Centre and Government, so far as I know, has not come to any decision on the constitution of the Board. We know that the Railway Minister is as well in charge of road transport. But the functions of the Transport Ministry are expanding; they are in charge of shipping, inland transport, motor transport, and so there should be a separate Ministry for road transport, or at least, they should have a high-power body like the Road Board suggested by the Nagpur Plan. There should be a body like the Federal Bureau of Roads, or Road Board, whatever you may call it and it must have in its ambit of functions planning, development, maintenance, research, etc. It must have on it representatives of the defence services, so that the needs of communications from the point of view of defence may be looked after.

Ours is a vast sub-continent with varying climates and roads have to be designed not only with reference to our strategic needs, industrial development and rural development, but also with regard to the ability of the roads to stand the vagaries of the climate. So it is a complex problem and unless we have such a high power body the present machinery will not be able to cope with the development of roads.

Mr. Chairman: The hon. Member must conclude now.

Shri N. M. Lingam: Only one point more and I shall conclude.

Mr. Chairman: I may point out that I propose to call the Minister at about 3-15 P.M. He may take about half an hour and then there are amendments. Members are usually allowed only ten minutes. There are about six Members who are anxious

to speak. So, I would request the hon. Member on his legs to conclude soon.

Shri N. M. Lingam: On several highways the portion near the railways crossing is neglected. In fact, to mention only one example, the road between Mettupalayam and Coimbatore is an excellent concrete road, one of the finest roads in this country, but the portion near the railway crossing is rugged, it is full of ruts. We do not know who is responsible of this state of affairs. If there is not this much of coordination between the Railway Ministry and the Transport Ministry, I am afraid the future for coordination is bleak.

Shri Biren Dutt: Sir, along with all other Members I welcome this Bill. I would like to draw the attention of the Minister to the statement which he made in reply to the Railway Budget. During the course of the discussion of the Railway Budget when we demanded the survey and construction of certain railway lines, it was plainly stated that for the present Tripura cannot be linked with the railway system of Assam, but by a national highway it would be linked with Assam. This was a statement made only a few months back and the hon. Minister can check his own statement. But in the list of roads appearing in the Schedule, the name of the Assam-Agartala Road has been left out. The hon. Minister of Transport himself went to Tripura and studies on the spot the importance of this road. He met some members of the State's Communication Committee and himself stressed the necessity of completing the Assam-Agartala road as early as possible.

Now in the Second Five Year Plan, Tripura is not going to have any railway link. It is a State which is now going to be Centrally administered. Having no connection with Assam by railway, the only means of communication with Shillong, Silchar and Karimganj is through this road. This road has neither been completed, nor is it maintained satisfactorily. There are many bridges and culverts which are yet to be built. During the recent floods this road was completely dislocated. The State Government can neither take the responsibility of fulfilling this construction work, nor can they carry out the maintenance work. This road was initially constructed by the Assam P.W.D., afterwards the Central Government had their own office there. We now learn that the construction and maintenance work has been left to the Tripura P.W.D. This has led to the slowing down of the work. I would like the Minister to let us know why the Assam-Agartala Road has not been included in the national highways because this road is the only connecting link with the different divisions of the State. By this road alone can the sub-divisions of Tripura be reached. Earlier all these sub-divisions were connected through railways which have now fallen into the hands of Pakistan. So, even the movement of officers and staff is impeded. It is, therefore, very necessary that this road should be included in the Schedule.

As the Members from Manipur have stated, the backward States like Tripura and Manipur cannot pay the charges for the maintenance of these roads at this stage. In the border regions particularly we need better roads and the Manipur Road and the Assam-Tripura road should be included in the national highways and these should be given high priority by the Central Government. They should be under the complete charge of the Central Government even in respect of maintenance and construction. During the days of the Maharaja the road communications in Tripura were neglected. In the last five years the Central Government was engaged in the construction of this road. But now the charge of the maintenance and construction of the rest of the work has been left to the Tripura P.W.D. This P.W.D. has not got sufficient staff. It cannot even maintain the small roads. The P.W.D. is so understaffed that even during the flood, we found that at a time they could send their men to only one

[Shri Biren Dutta]

bund area to supervise the earthwork being done for protection of Agartala town. For this reason, the contractors could not have the money to pay the labourers. Only in the protection work of Agartala town the whole of the P.W.D. staff was brought in at Agartala, but it could not be done by this small staff.

Tripura State is now linked by the Assam-Agartala road. The sub-divisions of Dharmanagar, Koilashahr, Kamalpur, Amarpur and Shadar are on both sides of this road. From this main road, small roads connect the sub-divisional headquarters. This road must not be left under the present P.W.D., and it should not be left for a long time under the present process of development. I request the Minister of Transport to think over this matter very seriously and include this road in the national highways and give his attention to the works and see that they are carried out as early as possible, because he has not given us a railway. He promised the people while he was in Agartala, as well as in reply to the Railway Budget debate in this House, that this road would be built very well to facilitate the movement of goods and passengers by this road. I hope that this will be taken into consideration as early as possible.

श्री हेमराज : यह बिल जो कि कुछ सड़कों को सैंट्रल गवर्नमेंट (केन्द्रीय सरकार) ने अपने अधिकार में लेने के बारे में प्रस्तुत किया है, एक बहुत ही अच्छा बिल है । लेकिन इस में मैं देखता हूं कि रिसपौंसिबिलिटी (उत्तरदायित्व) को जगह-जगह राज्य सरकारों पर भी छोड़ा जा रहा है और जिस तरह से राज्य सरकारें कार्य करती हैं, वह आप से छिपा हुआ नहीं है । मैं चाहता हूं कि इन राज मार्गों की पूरी की पूरी जिम्मेवारी सेन्ट्रल गवर्नमेंट को अपने ऊपर ले लेनी चाहिये थी । यह एक मामूली सी बात है । आप ने कहा है कि जो सड़कें म्यूनिसिपल कमिटीज (नगरपालिकाओं) के एरिया (क्षेत्र) में आ रही हैं उन का प्रबन्ध बजाय इस के कि आप अपने हाथ में रखें, आप उन पर डालने की कोशिश कर रहे हैं । और जो म्युनिसिपल कमेटीज की हालत है उस से सब वाकिफ ही हैं । आप देखिये तो आप को पता चलेगा कि जालन्धर से जो राजमार्ग पठानकोट जाता है उस में कई जगह पर म्युनिसिपल कमेटीज आती हैं, उड़मुड़टॉडा की म्यूनिसिपलिटी आती है, दसूया की कमैटी आती है, मुकेरियां की कमेटी आती है और इस तरह से और भी कई आती हैं । इन सब कमेटीज की जैसी माली हालत है वह आप सब को मालूम है । आप इन सड़कों को ठीक ठाक रखने की तवक्को (आशा) अगर उन से करते हैं तो यह आप की भूल है । न वे और न ही राज्य सरकारें इन को अच्छी हालत में रख सकेंगी । मैं आप को यह भी बतला दूं कि पंजाब गवर्नमेंट के ऊपर बोर्डर एरियाज (सीमा क्षेत्र) में अमन कायम रखने के लिये तथा बोर्डर को हिफाजत करने के लिये काफी बड़ी जिम्मेवारी है और उस पर वह काफी रुपया खर्च कर रही है । इसी तरह से दूसरी राज्य सरकारों को कितना ही रुपया दूसरे कामों नें खर्च करना पड़ता है । उन सब के लिये यह एक मुश्किल काम होगा जिस को कि वे कर नहीं पायेंगी । इस वास्ते मैं चाहता हूं कि म्युनिसिपल एरियाज (नगरपालिका क्षेत्र) में जो सड़कें पड़ती हों उन की देखभाल का जिम्मा भी केन्द्रीय सरकार को ही ले लेना चाहिये ।

इस के साथ ही साथ मैं यह भी अर्ज करना चाहता हूं कि हमारे जितने भी नेशनल हाईवेज हैं (राष्ट्रीय राजपथ) हैं वे बहुत पुराने हैं । उन के इंदराजात पटवारियों के कागजात माल में हैं । आप ने जो क्लाज (खण्ड) रखी है जिस में आप ने कहा है कि तमाम नेशनल हाईवेज यूनियन (राष्ट्रीय राजपथ संघ) में वैस्ट (अधिकार में) करेंगे उस में आप ने एक ऐसी क्लाज रखी है जिस की कोई भी कानून इजाजत नहीं दे सकता है ।

अगर कोई जमीन या घर लेता है तो उस के लिये लैंड एक्वीजीशन एक्ट (भूमि अर्जन अधिनियम) है और उस के अन्तर्गत प्रोसीडिंग्ज (कार्यवाही) करनी पड़ती हैं। अगर आप किसी का मकान लेते हैं या जमीन लेते हैं तो उस के लिये आप को एक्वीजीशन प्रोसीडिंग्ज करनी होती है। लेकिन आप ने इस बिल (विधेयक) में कुछ भी ऐसी चीज नहीं रखी है। इस बिल के अधीन जितनी भी जमीन आप को चाहिये होगी उस में ज्यादातर जमीन आप को देहाती क्षेत्रों से ही लेनी होगी। वहां के लोग अनपढ़ हैं और कानून से वाकिफ नहीं हैं। अब अगर आप ऐसे ही उन की जमीन पर कब्जा कर लेंगे तो उन को नोटिस (सूचना) वगैरह देने के बाद मुकदमा बाजी में पड़ना पड़ेगा। इस वास्ते यह सही नहीं है कि आप उन को मुकदमेबाजी करने के लिये मजबूर करें। आप ने कहा है कि :

> 4. (i) all lands appurtenant thereto whether demarcated or not.

यह क्लाज जो है या बहुत ही वाइड (विस्तृत) है और मैं चाहता हूं कि इस को आप यहां से हटा दें।

मेरे से पहले जिन वक्ताओं ने अपने भाषण दिये हैं उन्हों ने तथा डिप्टी मिनिस्टर साहब ने भी अपने भाषण में नागपुर प्लान का जिक्र किया है। उस प्लान में यह बात कही गई है कि भारतवर्ष का जो डिवेलेपमेंट (विकास) हो वह विल्लेज लेवेल (ग्रामीण आधार) पर भी, स्टेट लेवेल (राज्य आधार) पर भी तथा सैन्ट्रल लेवेल (केन्द्रीय आधार) भी होना चाहिये और मुकम्मिल डेवेलपमेंट होना चाहिये। आज आप नेशनल हाईवेज (राष्ट्रीय राजपथ) के लिये काफी रुपया खर्च करने जा रहे हैं। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि नैशनल हाईवेज के साथ मिलने वाली सड़कों की तरफ आप का कोई ध्यान नहीं जाता है। आप को चाहिये कि आप उस तरफ भी तवज्जह दें। इस के साथ ही साथ एक बात की तरफ मैं और आप का ध्यान दिलाना चाहता हूं और वह यह है कि अगर कोई विल्लेज रोड (गांव की सड़क) है और वह नैशनल हाईवेज के साथ आ कर मिलती है और रास्ते में रेलवे लाइन पड़ जाती है तो वहां पर आप को लेबल क्रासिंग (फाटक) देना पड़ता है। अब रेलवे के जो रूल हैं उन के मुताबिक उस लेबेल क्रासिंग को देने के लिये वहां की जो लोकल बाडी है जैसे डिस्ट्रिक्ट बोर्ड है, या म्युनिसिपल कमेटी है या पंचायत है, उस को खर्च करना पड़ता है। अब जो यह बोर्ड या पंचायत है, उस के पास इतने फंड्स (निधि) नहीं होते हैं कि वह खर्च कर सके। अब जब आप डिवेलेपमेंट कर रहे हैं तो मैं समझता हूं कि उस में लेबेल क्रासिंग देने की जिम्मेदारी भी आप को अपने ऊपर ले लेनी चाहिये। आप लेबल क्रासिंग इसलिये भी नहीं देते कि १० साल से ऊपर हो जाते हैं। तो यह १० साल की जो लिमिट रखी गई है इसके कोई माने नहीं रह जाते हैं जब कि डिवेलेपमेंट आप आज करवा रहे हैं। इस वास्ते मैं चाहता हूं कि इसकी ज़िम्मेवारी भी आपके ही ऊपर होनी चाहिये न कि वहां के डिस्ट्रिक्ट बोर्ड या वहां की पंचायत के ऊपर। इस वास्ते मेरी प्रार्थना है कि इस ओर आप खास तौर से ध्यान दें। जब आपने इस सिद्धान्त को मान लिया है कि कोई देहात सड़क से हाईवे से पांच मील की दूरी से ज्यादा दूरी पर नहीं होनी चाहिए तो मैं यह भी चाहता हूं कि जहां पर किसी विल्लेज रोड को राज मार्ग से मिलाने की योजना बनाई जाय और रास्ते में अगर रेलवे लाइन आ जाए तो उसके लिए लेवेल क्रासिंग की व्यवस्था करने का प्रबन्ध आप की ही तरफ से होना चाहिए।

एक सुझाव मैं आप केसम्मुख रखना चाहता हूं। जिस तरह से आपने सैंट्रल रोड फंड (केन्द्रीय सड़क निधि) कायम किया है इसी प्रकार से राज्य सरकारों को भी फंड कायम करने चाहिये। आज ऐसे फंड कायम

[श्री हेमराज]

करने की कोई व्यवस्था नहीं है । आज जो हालत हम विल्लेज रोडस की तथा दूसरी सड़कों की देखते हैं, उसे देखकर तो हमें निराशा ही होती है । बहुत ही निकम्मी हालत में ये सड़कें हैं । न इनकी मेनटेनेंस (संधारण) की तरफ कोई ध्यान दिया जाता है और न ही कोई मरम्मत आदि ही की जाती है । इस काम के लिए उनके पास पैसा भी नहीं होता है । इस वास्ते मेरा सुझाव है कि जिस तरह से आपने सैंट्रल रोड फंड कायम किया हुआ है इसी प्रकार के फंड्स राज्य सरकारों को भी कायम करने चाहियें और इस चीज को ध्यान में रखते हुए आपको कोई नीति निर्धारित करनी चाहिये । इस बिल में आप ने एक अच्छी बात रख दी है, जिस का कि मैं स्वागत करता हूं और वह है क्लाज २(३), जिसके ज़रिये आप किसी भी समय नोटिफ़िकेशन (अधिसूचना) कर के किसी भी और सड़क को राजमार्ग करार दे सकते हैं । इस सम्बन्ध में मैं एक सुझाव देना चाहता हूं । पंजाब एक बोर्डर स्टेट (सीमा राज्य) है । अगर आप नक्से को देखें, तो आपको मालूम होगा कि अमृतसर और पठानकोट से दो मार्ग चल रहे हैं—मार्ग १ और १ए । पठानकोट पाकिस्तान की सरहद से पच्चीस तीस मील के फासले पर है और मुकेरिया रोड पाकिस्तान की सरहद से तीस पैंतीस मील के फासले पर हाईवे नम्बर १ए पर है । यह सब इलाका मैदानी है । मैं आप के सामने एक थर्ड लाइन आफ डिफेन्स (प्रतिरक्षा का तृतीय मार्ग) के बारे में तजवीज पेश करना चाहता हूं । जालंधर टाउन हाईवे (राजपथ) नम्बर १ पर है । जालंधर से एक सड़क हुशियारपुर, हुशियार पुर से डेरागोपीपुर और फिर कांगड़ा चली जाती है । वह जालंधर की छावनी को धर्मसाला की छावनी से मिलाती है । वह सड़क कांगड़ा से शाहपुर जाती है और शाहपुर से हिमाचल प्रदेश वालों ने एक सड़क बनाई हुई है, जो कि दुनेरा जाती है और दुनेरा से ऊधमपुर तक जाती है । यह एक ऐसी सड़क है, जो कि थर्ड लाइन आफ डिफ़ेन्स बन सकती है । राजमार्ग के बनाने में जो उसूल सामने आते हैं वह सब उस पर लागू होते हैं । मेरा सुझाव है कि आप उस को भी राजमार्ग की लिस्ट पर रख दीजिए ताकि किसी इमरजेंसी के वक्त हम उस को इस्तेमाल कर सकें । हम देख ही रहे हैं कि पाकिस्तान कोई न कोई फ़ितूर खड़ा करता रहता है, उस को रोकने के लिए यह सड़क बहुत मुफ़ीद साबित हो सकती है । इन शब्दों के साथ, सभापति महोदय, मैं आपको धन्यवाद देता हूं ।

श्री बंसीलाल (जयपुर) : इस बिल के बारे में मेरे काफ़ी साथी सदस्यों ने अपने विचार प्रकट किये हैं । मैं भी इस बिल का स्वागत करते हुए कुछ बातों की ओर मंत्रालय का ध्यान आकर्षित करना चाहता हूं ।

शिड्यूल (अनुसूची) में राष्ट्रीय मार्गों का जो विवरण दिया गया है, उस में एक त्रुटि रह गई है और उस की ओर मैं विशेष कर मंत्रालय का ध्यान आकर्षित करना चाहता हूं । जयपुर सिटी नैशनल हाईवे (नगर राष्ट्रीय राजपथ) नम्बर ९ में आता है, जोकि दिल्ली को बम्बई और अहमदाबाद से मिलाता है । मुझे यह बात बताने की आवश्यकता नहीं है कि बाहर के लोग —टूरिस्ट्स (पर्यटक) देश के जिन मुख्य मुख्य दर्शनीय स्थानों को देखने जाते हैं, उन में आगरा और जयपुर भी सम्मिलित हैं । बाहर से आने वाले कोई भी टरिस्ट्स ऐसे नहीं होते हैं, जोकि इन शहरों को देखने के लिये नहीं जाते हैं । जयपुर से आगरा तक की सड़क एक बहुत पुरानी सड़क है और मैं समझता हूं कि वह देश की प्राचीनतम सड़कों में से है । जो टूरिस्ट्स जयपुर जाते

हैं उनको आगरा जाने के लिये उस सड़क पर सेहो कर जाना पड़ता है । लेकिन उस सड़क की हालत जैसी होनी चाहिये, वैसी नहीं है । इस लिये मेरा सुझाव यह है कि जो सड़क जयपुर से आगरा तक जाती है, उस का नाम ९ए रख कर—या किसी भी तरह—उस को राष्ट्रीय मार्ग में सम्मिलित कर लिया जाय । वह कोई बहुत बड़ा टुकड़ा नहीं है—कोई १५०–१७५ मील का टुकड़ा है, लेकिन टूरिस्ट्स के पायंट आफ व्यू (पर्यटकों के दृष्टिकोण से) उस सड़क का बहुत महत्व है । यह देखने में आया है कि जब मोटरिस्ट्स (मोटर चलाने वाले) जयपुर से आगरा की तरफ जाते हैं, तो उन को बड़ी निराशा होती है । विशेष कर रास्ते में जगह जगह नदियां पड़ती हैं और उन के ऊपर पुल बने हुए नहीं हैं और सड़क भी कई स्थान पर टूटी-फूटी है । अगर बाहर से आने वाले लोग हमारी सड़कों के बारे में अच्छी राय बना कर न जायें, तो यह उचित नहीं है । मेरा कहना यह है कि राजमार्ग बनाने के उद्देश्यों में—उसूलों में—टूरिस्ट ट्रैफिक (पर्यटक यातायात) का भी महत्व-पूर्ण स्थान होना चाहिये । माननीय सदस्यों ने अपने यहां की सड़कों को राजमार्ग में सम्मिलित करने का अनुरोध इसलिये किया है, ताकि उन सड़कों की अवस्था अच्छी हो और जनता को उन पर यात्रा करने में सुविधा हो ।

दूसरी बात मैं यह अर्ज करना चाहता हूं कि अगर हम थोड़े अरसे के लिये-विशेष परिस्थितियों को छोड़ कर नये राष्ट्रीय राजमार्ग न बना कर वर्तमान राज मार्गों की स्थिति सुधारने की ओर ध्यान दें, तो ज्यादा अच्छा होगा । उदाहरण के लिये मैं बताना चाहता कि यह ठीक है कि मार्ग नम्बर ९, जो कि दिल्ली से जयपुर जाता है, की कुछ तरक्की की गई है, लेकिन अब भी बरसात में मार्ग में आने वालीं नदियों को पार करने में दो तीन घटे ठहरना पड़ता है। एक आध जगह पुल बने हुए हैं, लेकिन फिर भी कठिनाई बनी हुई है । मैं इस सदन को बताना चाहता हूं कि पिछली बरसात में उस सड़क के बीच में दो फरलांग के टुकड़े को तीन महीने तक कोई मोटर नहीं पार कर सकी। नतीजा यह हुआ कि मोटर को खींच कर निकालना पड़ता था । तीन महीने तक बराबर यह अमल चलता रहा । अगर हम थोड़े दिनों के लिये राजमार्गों की संख्या न बढ़ा कर मौजूदा राजमार्गों की स्थिति को सुधारें और उन पर यात्रा करने में लोगों को अधिक से अधिक सुविधा देने का प्रयत्न करें, तो ज्यादा अच्छा होगा ।

मैं मंत्रालय का ध्यान एक बात की ओर और आकर्षित करना चाहता हूं, जिस को सुन कर आप को आश्चर्य होगा । जयपुर राजस्थान की राजधानी है, लेकिन जयपुर शहर तक जाने के लिये एक रेलवे क्रासिंग (रेलवे फाटक) आती है और ज्योंहि कोई मोटर जयपुर तक पहुंचती है, उस को घंटा आध घंटा वहां रुका रहना पड़ता है । मैं समझता हूं कि इस के बारे में कुछ दिनों पहले चर्चा भी चली थी कि वहां पर कोई न कोई इन्तजाम होगा, लेकिन मुझे खेद से कहना पड़ता है कि अभी तक कोई इन्त-जाम नहीं हुआ है । आप स्वयं कल्पना कीजिये कि किसी भी राजधानी के बाहर रेलवे लाइन जाती हो और वहां पर हाईवे का क्रासिंग हो, जहां लोगों को बड़ी दिक्कत का सामना करना पड़े, तो क्या यह शोभनीय है । कठिनाई यह है कि कोई भी रास्ता अजमेर की तरफ से इस हाईवे की तरफ जाने के लिये नहीं है । मेरा सुझाव है कि वर्तमान राजमार्गों का सरवे होना चाहिये और उन में जो महत्वपूर्ण आवश्यकतायें हैं, उन की तुरन्त पूर्ति की जानी चाहिये । इस तरीके से मौजूदा राजमार्गों में काफी तरक्की हो सकती है ।

राजपथों को सुधारने के सम्बन्ध में चन्द सुझाव मैं देना चाहता हूं । सड़कों पर जो लोग बोझ ले कर जाते हैं, उन के लिये कहीं कोई स्टैंडज् (अड्डे) नहीं बने हुए हैं । मेरा सुझाव

[श्री बंसीलाल]

यह है कि दो तीन मील के फासले पर स्टेंड होने चाहियें, जहां पर बोझ ले कर यात्रा करने वाले विश्राम कर सकें और अपना बोझ जमीन पर रखने के बजाय उस स्टैंड पर रख सकें ।

पीने के पानी का इन्तजाम भी पांच पांच सात सात मील तक के फासले पर होना चाहिये। यह प्रश्न उठ सकता है कि इस पर काफी रुपया व्यय होगा, लेकिन मैं यह सुझाव देना चाहता हूं कि इस सम्बन्ध में श्रमदान-वालन्टेरी लेबर—का उपयोग किया जाय और पंचायतों इत्यादि का सहयोग प्राप्त किया जाय । गावों के लोगों में पानी के प्याऊ लगाने की भावना है लेकिन दिक्कत यह है कि इजाजत मिलने में और प्याऊ लगाने में काफी कठिनाईयों का सामना करना पड़ता है । लेकिन अगर मेरे सुझाव पर अमल किया जाय तो वालन्टेरी लेबर से हर पांच, सात मील के फासले पर प्याऊ लगाने का प्रबन्ध हो सकता है । लोग भी इस में सहायता देने के लिये तैयार हैं ।

सड़कों पर बस ठहराने की जगह—बस-स्टैंड और यात्रियों के ठहरने की जगह अर्थात् शैड्स इत्यादि का भी कोई प्रबन्ध नहीं है । हर जगह तो ऐसे शैड नहीं बन सकते मगर यदि ऐसे शैड १५ या २० मील के फासले पर बनाये जायें तो उन के बनाने में गांव वालों का काफी सहयोग मिल सकता है । ऐसा करने में हमारे सामने आर्थिक कठिनाइयां आ सकती हैं । लेकिन उन को दूर करने में हम गांव वालों से, पंचायत कमेटियों से और डिस्ट्रिक्ट बोर्डस् (जिला बोर्ड) से सहयोग ले सकते हैं ।

दूसरा सुझाव मेरा यह है कि अभी तक माइल स्टोन्स (मील स्तम्भों) पर जगहों के नाम अंग्रेजी में ही लिखे हैं। उन को मिटा कर हिन्दी में लिखा जाना चाहिये । जिन जगहों में लोग हिन्दी नहीं जानते वहां तो यह ठीक है जगहों के नाम अंग्रेजी में भी लिखे रहें लेकिन जो हिन्दी एरिया हैं वहां पर अंग्रेजी में नाम लिखने से किसी को लाभ नहीं हो सकता । लेकिन जब तक यह काम योजना-पूर्वक नहीं होगा तब तक पूरा नहीं हो सकता और यह मामला बरसों पड़ा रह सकता है । इसलिये इस काम को योजना के अन्दर लेना चाहिये ।

अभी मेरे एक मित्र ने यह सुझाव दिया कि राजमार्ग को शहरों के बाहर से होकर ले जाना चाहिये अन्दर हो कर नहीं । मैं इस सुझाव का विरोध करता हूं । राजमार्ग नम्बर ९, जयपुर शहर में से हो कर निकलता है । इस से जो यात्री इस मार्ग से जाते हैं उन को यह शहर देखने का अवसर अनायास प्राप्त हो जाता है । इसलिये यह सुझाव कि राजमार्गों को शहरों से बाहर हो कर ले जाया जाये गलत है ।

यह बात सही है कि म्युनिसिपैलिटीज की ऐसी आर्थिक हालत नहीं है कि वे इन सड़कों को अच्छी हालत में रख सकें। इस के लिये गवर्नमेंट को उन्हें सबसिडी (अर्थ सहायता) देनी चाहिये । ताकि वे इन सड़कों को अच्छी हालत में रख सकें और उन की उन्नति कर सकें ।

मैं यह मानता हूं कि हमारे राज्य मार्गों में काफी सुधार की आवश्यकता है क्योंकि इन पर अधिकांश लोग चलते हैं । जिस प्रकार हमारे रेलवे मार्ग और हवाई मार्ग की उन्नति हुई है उस प्रकार अभी हमारी सड़कों की उन्नति नहीं हुई है । इस कारण यात्रियों को अभी वैसी ही असुविधायें होती है । जैसी कि पहले होती थीं । उन की उन्नति होनी चाहिये । इस के लिये मेरा सुझाव है कि चन्द राज्य मार्गों को छोड़ कर जो कि सैनिक दृष्टि से महत्व रखते हैं, बाकी राज्य मार्गों को कंसालिडेट (एकीकृत) किया जाये और

उन के सुधार के लिये लोगों की सुख सुविधा का ध्यान रख कर योजना बनायी जाये ।

Mr. Chairman: I find that several hon. Members are anxious to speak on this Bill and four or five of them have stood up. I intended to call the hon. Minister to reply at 3-15 p.m. But since so many hon. Members are anxious, may I prolong the time by half an hour?

Shri Raghunath Singh (Banaras Distt.—Central): Yes, Sir.

श्री र० द० मिश्र : मैं इस बिल का स्वागत करता हूं क्योंकि भारत वर्ष में हाईवेज का बनाना बहुत जरूरी है। इन से हमारे देश की उन्नति होगी । लेकिन साथ ही साथ जो यह बिल ड्राफ्ट (प्रारूप) किया गया है उस के मुताल्लिक मैं दो एक बातें अर्ज करना चाहता हूं ।

सब से पहली बात तो यह है कि इस बिल में यह कहा गया है कि ये नैशनल हाईवेज (राष्ट्रीय राजपथ) सेन्ट्रल गवर्नमेंट (केन्द्रीय सरकार) वैस्ट करेंगी । यह चीज हमारे कांस्टीट्यूशन (संविधान) के आर्टिकिल (अनुच्छेद) २९४ के खिलाफ जाती हैं । जिस में लिखा हुआ है :

"As from the commencement of this Constitution—

(a) all property and assets which immediately before such commencement were vested in His Majesty for the purposes of the Government of the Dominion of India and all property and assets which immediately before such commencement were vested in His Majesty for the purposes of the Government of each Governor's Province shall vest respectively in the Union and the corresponding State, and....."

तो यह जितनी रोड्स हैं इन की प्रापर्टी (सम्पत्ति) वेस्ट (निहित) करती है स्टेट्स में । इसलिये कांस्टीट्यूशन (संविधान) के खिलाफ हम इस तरह की शर्त इस बिल में नहीं ला सकते । इस तरह से यह डिक्लेअर करना कि वेस्टिंग का राइट यूनियन को जाता है, हम कांस्टीट्यूशन के खिलाफ जाते हैं । आप हिन्दुस्तान की किसी रोड को एंट्री २३ के मुताबिक हाईवे डिक्लेअर कर सकते हैं, उस के मैन्टिनेन्स (साधारण) के लिये खर्च कर सकते हैं, इस के लिये रूल्स बना सकते हैं लेकिन आप को यह राइट नहीं है कि आप यह शर्त रखें कि वह यूनियन में वैस्ट करेगी । यह तो मैं ने कानूनी बात अर्ज कर दी ।

दूसरी बात मुझे यह अर्ज करनी है कि इस बिल के क्लाज २ में यह लिखा है :

"Each of the highways specified in the Schedule except such parts thereof as are situated within any municipal area is hereby declared to be a national highway."

इस का मतलब यह है कि इस बिल में जो सड़कें दी गई हैं वे सब हाईवेज होंगे सिवाय उस हिस्से के जोकि किसी चुंगी की हद में होगा । जब आप ने क्लाज २ में यह डिक्लेअर कर दिया कि वह नेशनल हाईवे नहीं है तो फिर आप आगे चल कर दफा ८ में कैसे यह कानून बना सकते हैं :

'Notwithstanding anything contained in this Act, the Central Government may enter into an agreement with the Government of any State or with any authority entrusted with the control or management of any municipal area in relation to the development or maintenance of the whole or any part of a national highway situated within the State or, as the case may be, in relation to the development or maintenance of any such part of a highway situated in a municipal area.....'

[श्री र० द० मिश्र]

जिस के मुताल्लिक आप क्लाज २ में कह चुके हैं कि वह नेशनल हाईवे नहीं है फिर आगे चल कर उस को डेवलेप करने के बारे में आप कैसे एग्रीमेंट (करार) कर सकते हैं। ऐसा करने से पहले आप उसे नेशनल हाईवे (राष्ट्रीय राजपथ) डिक्लेअर (घोषित) तो कीजिये। जब आप उस को नेशनल हाईवे डिक्लेयर कर देंगे तभी आप उसको रेगुलेट कर सकेंगे और उस के लिये रुपाया खर्च कर सकेंगे। जब तक आप उसे नेशनल हाईवे डिक्लेअर नहीं करते तब तक आप पार्लियामेंट की हैसियत से उस पर एक कौड़ी खर्च नहीं कर सकते क्योंकि वह लिस्ट १ में नहीं आती। वैसे आप स्टेट गवर्नमेंट को रुपया दें और म्युनिसिपैलिटीज को रुपया दें, लेकिन नेशनल हाई वे की डैफीनीशन से निकालने के बाद आप को कोई राइये बाकी नहीं रह जाता, इस कानून के जरिये से, कि आप किसी के साथ भी उस के बारे में एग्रीमेंट करें या इस पर कोई रुपया खर्च करें। आप इस चीज को दफा २ में से निकाल दें, फिर आप रेग्युलेट (विनियमित) कर सकते हैं, एग्रीमेंट कर सकते हैं, रुपया दे सकते हैं। आप इस क्लाज को अमेंड (संशोधन) कर लीजिये। यह ड्राफ्टिंग की गलती है। मैं यह चीज आप की मारफत और मिनिस्टर साहब की मारफत अफसरान के लिये कह रहा हूं। जब वह किसी बिल को ड्राफ्ट करें तो उन को देखना चाहिये कि यह कांस्टीट्यूशन के खिलाफ तो नहीं जाता, इस की एक दफा दूसरी दफा के खिलाफ तो नहीं जाती। अक्सर ऐसी गलतियां रह जाती हैं और मैम्बरों को उन की तरफ तवज्जह दिलानी पड़ती है। अफसरान को बिल ड्राफ्ट करते वक्त इन बातों का ख्याल रखना चाहिये।

तीसरी बात मैं यह अर्ज करना चाहता हूं कि जो हाईवे शेरशाह के वक्त से हाईवे चली आ रही थी और जो कलकत्ते से पेशावर तक जाती है, उस ग्रांट ट्रंक रोड को इस बिल में नेशनल हाईवे करार नहीं दिया गया है। यह दिल्ली से इलाहबाद के लिये छोटे से छोटा रास्ता है। आप ने नेशनल हाईवे दिया है उस सड़क को जो कि मुरादाबाद हो कर जाती है और जिस पर अभी पुल बनने बाकी हैं। मुझे उस के बारे में कोई एतराज नहीं है। लेकिन मेरा एतराज यह है कि आप ने इस ग्रांड ट्रंक रोड को क्यों हाईवे में शामिल नहीं किया। जो सड़क दिल्ली से बम्बई को आगरा हो कर जाती है और जो बरेली हो कर जाती है ये दोनों सड़कें चक्कर से जाती हैं। ग्रांट ट्रंक रोड छोटे से छोटा रास्ता है जो कि गाजियाबाद, अलीगढ़, फर्रुखाबाद, होते हुए सीधा इलाहबाद को जाता है। इस को आप ने नेशनल हाईवे नहीं माना है। यह सड़क मुगलिया जमाने से और अंग्रेजी जमानें से नेशनल हाईवे चली आ रही है। लड़ाई के जमाने में सब से ज्यादा ट्रैफिक इस सड़क पर से गुजरा है। सन् ३४ में यह सड़क सीमेंट की बनायी गयी जो कि दिल्ली से गाजियाबाद होकर जाती है। जितनी फौज और एम्युनीशन यहां से इम्फाल को गया वह इसी सड़क पर हो कर गया। अब जब वह सड़क टूट फूट गयी तो आप उसको नेशनल हाई-वे नहीं बनाते क्योंकि आप सोचते हैं कि इस पर बहुत सीमेंट लगाना होगा। अभी जब हमारे प्रधान मंत्री नरौरा गये थे तो जगह जगह इस सड़क पर गड्ढे भरे गये थे। आजकल इस सड़क की हालत खराब है। मेरी समझ में नहीं आ रहा है कि इस सड़क को क्यों नेशनल हाईवे करार नहीं दिया जाता। इस पर अलीगढ़ का कल्चरल सैंटर है, जहां पर यूनीवर्सिटी भी है। आगे चल कर इस सड़क पर कानपुर है जो कि बहुत बड़ा कमर्शियल सेंटर है। यह सड़क दिल्ली और कानपुर को जोड़ती है। कानपुर से दिल्ली के लिए सारा ट्रैफिक इसी सड़क पर से होकर पास होता है क्योंकि यह सब से छोटा रास्ता है। बड़े रास्ते से कौन ज्यादा पैट्रोल जलाकर जाना चाहेगा। इसी सड़क पर फतेह-गढ़ की छावनी है। अगर आपको वहां से दिल्ली फौज बुलानी हो तो आप इस सड़क से ही सब से जल्दी बुला सकते हैं। यह सड़क फौजी लिहाज से और कमर्शियल लिहाज से महत्वपूर्ण है

लेकिन फिर भी इसे नेशनल हाईवेज में नहीं ले रहे हैं। मैं यह अर्ज करूंगा कि मिनिस्ट्री इस बात पर गौर करे। मैं ने तो अमेंडमेंट भी दिया है, लेकिन मुझे नहीं मालूम कि मिनिस्टर साहब उसे मंजूर भी करेंगे या नहीं, या मुझे उसे मूव करने का मौका भी मिलेगा या नहीं, क्योंकि मैं आज ही आया हूं और आज ही उन को टेबल किया है। लेकिन अगर वह न भी मंजर करें तो मुझे कोई ऐतराज नहीं। हमारा काम होना चाहिये। अगर आप को अपील (निवेदन) करे तो आप कबूल कर सकते हैं। मैं अर्ज करूंगा कि इस सड़क को नोटिफाई (अधिसूचित) कर दिया जाय क्योंकि यह बहुत इम्पार्टेंट (महत्वपूर्ण) सड़क है और नेशनल हाईवे होनी चाहिये। मैं और कोई बात इस के मुताल्लिक नहीं करना चाहता।

चौथी बात मैं यह कहना चाहता हूं कि अब दुनियां बदल रही है हवाई जहाज चलने लगे, अब तो इन सड़कों का हवाई जहाज से भी ताल्लुक रखना पड़ेगा। इस के लिये आप को सोचना पड़ेगा। इस के लिये जर्मनी वगैरह के अन्दर जो कुछ किया गया है उसको देखना होगा। आप जानते हैं कि जब हवाई जहाज उड़ता है तो कभी कभी उस का तेल खत्म हो जाता है, मशीन खराब हो जाती है, रास्ते में उतरने के लिये मजबूर हो जाता है और ऐक्सिडेंट्स भी हो जाते हैं। हाईवेज जितने हैं उन के सहारे पर आस्मान में यह हवाई जहाज उड़ा करते हैं। इस लिये इन सड़कों पर बीस मील के फासले पर, पंद्रह मील के फासले पर, रनवेज बनाये जायें। और वहां पर एक फर्लांग की एरिया में कोई दरख्त न लगाया जाय, उस को बिल्कुल साफ रक्खा जाय ताकि हवाई जहाज चलाने वाले पाइलटों को यह मालूम रहे कि इन इन सड़कों पर उतरने की जगह हैं और बजाय किसी नदी पर या घाटी में उतरने के वे इन सड़कों पर उतरें। इन सड़कों की सीमेंट की लेयर को जरा मोटा करना पड़ेगा जिस में कि वह हवाई जहाजों के उतरने से खराब न हो सकें। आज जिस तरह से आप का रेल रोड कोआर्डिनेशन है उसी प्रकार रोड एअर का भी को आर्डिनेशन होना चाहिये।

यह दो तीन बातें आप की सेवा में निवेदन करने के बाद मैं एक चीज और कहना चाहता हूं। आप ने इस बिल में लिखा है कि जिस म्यूनिसिपैलिटी की आबादी २०,००० हो उस को इस बिल के लिये म्यनिसिपल एरिया माना जाय। मैं अर्ज करना चाहता हूं कि छोटी आबादी की कोई म्यूनिसिपैलिटी किसी हाईवे को मेनटेन नहीं कर सकती है। अगर आप की मंशा यह है कि म्यूनिसिपैलिटियां ही हाईवेज का मेनटेन करें तो ऐसा वही म्यूनिसिपैलिटीज कर सकती हैं जिन की माली हालत बहुत अच्छी होगी। इस लिये मेरा अमेंडमेंट है कि जिस म्यूनिसिपैलिटी की आमदनी कम से कम एक लाख की हो उसी को जिम्मेदारी दी जाय कि वह अपनी हद् के अन्दर हाईवे को मेनटेन करे और उस का आप फायदा उठा सकें। आप बजाय आबादी के आमदनी के बेसिस को मंजूर कर लें और इसी बेसिस पर म्यूनिसिपल एरियाज से कंट्रेक्ट करें कि इतने हिस्से की जिम्मेदारी तुम्हारी रहेगी और तुम को यह हाईवे मेनटेन करना पड़ेगा।

यही मेरा कहना है। मैं जानता हूं कि हाइवेज की बहुत जरूरत है, लेकिन जो बातें मैं ने कही हैं उन की तरफ, मैं उम्मीद करता हूं कि हमारे मिनिस्टर साहब गौर फरमायेंगे। वैसे मैं इस बिल का स्वागत करता हूं।

श्री रघुनाथ सिंह : मैं इस बिल का स्वागत करता हूं। साथ ही साथ, जैसा अभी कहा गया है, मैं भी इस से सहमत हूं कि इस बिल की ड्रैफ्टिंग (प्रारूप) साहित्य की दृष्टि से बहुत उच्च श्रेणी की नहीं है। आप आखिरी पेज पर पायेंगे कि एक पैरा एक सेन्टेन्स (वाक्य) का है। ८ लाइन का एक पैरा है, ९ लाइन का दूसरा है। इसलिये मैं कहना चाहता हूं कि जब कभी किसी बिल का ड्रैफ्टिंग किया जाय तो साहित्य का भी ध्यान अवश्य रखना चाहिये।

[श्री रघुनाथ सिंह]

दूसरी बात मुझे यह कहनी है कि जहां तक राजपथों का सम्बन्ध है, दो दृष्टियों से राजपथ बनाये जाने चाहियें। एक तो आर्थिक दृष्टि से और दूसरे सुरक्षा की दृष्टि से। अंग्रेजों ने जो राजपथ यहां बनाये थे वे अधिकतर सुरक्षा की दृष्टि से बनाये थे। आप देखेंगे कि फर्स्ट प्लैन के पहले करीब २ लाख ४४ हजार मील की सड़क थीं, प्लैन के समय में ३०,००० मील सड़क और बनीं। इस प्रकार से चलते चलते अब हमारे यहां २ लाख ७४ हजार मील के करीब सड़क हैं। आप को सुन कर आश्चर्य होगा कि जो हाईवेज इस बिल में दिये हुए हैं वे ३ लाख ५३ हजार मील की सड़क में सिर्फ १३ हजार ८ सौ मील हैं। जहां साढ़े तीन लाख मील सड़कों का निर्माण हुआ वहां नैशनल हाईवेज कुल १३ हजार ८ सौ मील हैं। इस बिल से यह भी जाहिर होता है कि ६०० मील की मिसिंग लिंक्स (असम्बद्ध) हैं। अगर मिसिंग लिंक्स को मिला लिया जाय तो यह संख्या १४ हजार ७ सौ मील से अधिक नहीं होगी। इसलिये मेरा कहना यह है कि जैसा कि मेरे लायक दोस्तों ने कहा है नैशनल हाईवेज की संख्या अधिक करनी चाहिये। सुरक्षा की दृष्टि से भी उन की संख्या अधिक होनी चाहिये।

आप देखेंगे कि पहली योजना के पहले इस सम्बन्ध में ६ करोड़ रुपये खर्च किये गये और फर्स्ट प्लैन में २७ करोड़ रुपये इस के वास्ते रक्खे गये। सेकेन्ड प्लान जो आपने बनाई है उस में सिर्फ ५५ करोड़ रुपये नैशनल हाईवेज के लिये रक्खे गये हैं। इस साल जो बजट आप ने पेश किया है उस में ४ करोड़ ६५ लाख रुपया आप ने मेन्टेनेन्स के लिये रक्खा है, ९ करोड़ रुपये में से अगर यह रकम निकाल दी जाये, तो साढ़े चार करोड़ रुपया आप ने नेशनल हाईवेज के विकास के लिये रक्खे हैं। मेरा यह कहना है कि अगर आप को नैशनल हाईवेज बनाने हैं तो आप को सुरक्षा की तरफ भी ध्यान देना होगा। इस बिल को देखने से मालूम होता है कि कुल ३९ हाईवेज हैं। इन ३९ हाईवेज में से जो हाईवेज सीमांत को स्पर्श करते हैं उन की संख्या सिर्फ ७ है और जो पार्शल सीमांत से कुछ दूर पर हैं उन की संख्या कुल ३ है। ३९ में से केवल १० हाईवेज ऐसे हैं जिन को सुरक्षा की दृष्टि से बनाया गया माना जा सकता है, जिन का उपयोग आप हिन्दुस्तान पर आक्रमण के समय कर सकते हैं। मैं आप से यह निवेदन करना चाहता हूं कि सुरक्षा की दृष्टि से आप राजस्थान को लीजिये। जैसे मेरे लायक दोस्त ने कहा वहां से सिर्फ एक मार्ग जाता है। अगर राजस्थान के बार्डर पर या कच्छ के बार्डर पर आप को फौज बुलानी है तो आप इस नक्शे को देख कर बतलायें कि फौज को कैसे बुलायेंगे? इस वास्ते मैं निवेदन करना चाहता हूं कि इन दो दृष्टियों से हाईवेज के विकास के ऊपर ध्यान दिया जाना चाहिये। सुरक्षा की दृष्टि सरकार के सामने पहले होनी चाहिये। जो भी रुपया आप हाईवेज पर खर्च करें वह सीमांत को ख्याल कर के खर्च किया जाना चाहिये। मैं सरकार का ध्यान इस ओर अधिक आकर्षित करना चाहता हूं कि सीमांत के ऊपर जितनी रोड्स हैं चाहे वह स्टेट की रोड्स हों या म्युनिसिपैलिटीज की हों, उन को हाईवेज में शामिल कर लेना चाहिये। मैं आप को यह भी बतलाना चाहता हूं कि जैसे कि जी० टी० रोड है, इस को चन्द्र गुप्त मौर्य ने पहले पहल बनवाना शुरू किया था और शेर शाह सूरी ने इस को कम्पलीट किया था और यातायात आरम्भ किया। लेकिन जैसा कि मेरे माननीय दोस्त ने कहा कि कानपुर से ले कर गाजियाबाद तक की जो सड़क, जो प्राचीन जी० टी० रोड थी, इस को आगरा की तरफ डाईवर्ट कर दिया, यानी पागलखाने की तरफ। जो मुगल रोड थी वह दिल्ली आगरा इलाहाबाद जाती थी लेकिन आज इस सड़क को आप ने डाईवर्ट कर दिया है और इस को इलाहाबाद में

न मिला कर के कानपुर में मिला दिया है । मुगलों ने इस सड़क को इसलिये बनाया था कि फौजें जब मार्च करती थीं तो यमुना के किनारे किनारे हो कर जाती थी और उन को पानी मिल सकता था । मेरा निवेदन यह है कि मुगल रोड को कानपुर के साथ जायन न कर के अगर आप इस को इलाहाबाद के साथ मिला दें तो यह सामरिक दृष्टि से अच्छा होगा । हमारी जो सीमा है वह नैपाल, ईस्ट पाकिस्तान तथा वैस्ट पाकिस्तान के साथ मिलती है । नैपाल में गोरखपुर से ले कर नौतनवा और लुम्बिनी तक यह सड़क है । कितना ही रुपया हम इन सड़कों का जाल बिछाने के लिये खर्च कर रहे हैं । जब ऐसी बात है तो लुम्बिनी तक हमारा राज पथ क्यों न हो यह मेरी समझ में नहीं आता है । लुम्बिनी नैतनवा से केवल चार मील के फासले पर है । गोरखपुर तक राजपथ है । अगर आप लुम्बिनी तक राजपथ बना दें तो बहुत ही अच्छा होगा । इस काम के लिये आप को बौद्ध जयन्ति के सिलसिले में जो सामारोह हो रहें है, उस में से भी कुछ आमदनी हो जायेगी ।

अब मैं दो तीन और सड़कों को राजपथ घोषित करने के बारे में सुझाव देना चाहता हूं । एक तो नानपारा से नेपालगंज तक की सड़क है, दूसरी पूर्णिया से जोगबनी और समस्तीपुर से जैनगर तक की सड़क है । इन तीन सड़कों को यदि आप राजपथ घोषित कर दें तो नेपाल की सीमा पूरी हो जाती है । इसी प्रकार से नेपाल की सीमा पर कम से कम एक सीधी सड़क होनी चाहिये जो कि कम से कम ५०० मील की होगी । अगर यह सड़क जो कि बिहार और उत्तर प्रदेश की उत्तरी सीमा पर होगी बन जाये तो कभी भी आपत्तिकाल में यह सड़क हमारे लिये लाभदायक सिद्ध हो सकती है ।

एक सुझाव मैं और देना चाहता हूं । आप मुरादाबाद से अम्बाला तक के रास्ते को देखिये । इस वक्त लखनऊ से हमारा राजपथ शुरू होता है और मुरादाबाद आ कर स्टाप हो जाता है । फिर वहां से दिल्ली चला आता है । मैं शाह नवाज खां से कहूंगा कि अगर आप मुरादाबाद, सहारनपुर और अम्बाला को एक साथ जोड़ दें तो आप का फार्म भी उस में आ जायेगा और साथ ही साथ यह एक बड़ा ही सुन्दर राजपथ आप के पास हो जायेगा । इस वास्ते मैं यह कहना चाहता हूं कि जब राजपथ बनाने की बात आये तो इसे आप सैनिक दृष्टि से देखें और उसी को दृष्टि में रख कर इन को बनायें । मैं यह भी कहना चाहूंगा कि इस मैप में जो यह रोड दी हुई है १(ए) इस को आप को सीमा तक ले जाना चाहिये । आप जानते ही हैं कि पाकिस्तान हर रोज हमें धमकियां देता है और सैनिक तैयारियां भी कर रहा है और हमें इस चीज को नहीं भूलना चाहिये और इस को भी दृष्टि में रख कर राजपथ कायम करना चाहिये। मैं यह इस लिये नहीं कह रहा हूं कि हम किसी पर आक्रमण करना है बल्कि इस लिये कह रहा हूं कि हम अपनी रक्षा करनी है ।

Shri Matthen (Thiruvellah): Sir, I was looking for an opportunity to offer my congratulations to the Ministry for having brought in this Bill close in the wake of the Motor Vehicles (Amendment) Bill, 1955 which we discussed yesterday. I wonder if we realise adequately the importance of this Bill, however, insignificant it may appear to be. I submit the potential of this Bill is so great that the most economic factor for the development of our poor economy is being solved by this Bill. Now that our Ministry has expressed in clear terms there is absolutely no kind of rivalry between railways and surface transport, I think it is their duty to go all out to develop surface transport. I, as one who believes in the economy and the efficiency of surface transport, think that we have only developed surface transport in a very small way and would, therefore, request with all my earnestness to the Minister to develop this surface transport. This is a right step and,

[Shri Matthen]

as my friend Shri Ramachandra Reddi said this morning, this Bill has not come one day earlier.

If it is considered that the powers are not adequate for the Central Government to make this Bill more comprehensive, I think they should take more powers. It is true that we have got a federal Constitution. Even the Constitutions of USA, Canada and Australia, which were framed with a deliberate bias towards a federal administration—I mean they were jealous of the Centre taking more powers—have become more central today. Our Constitution which was created with a definite bias towards a unitary form of government—I mean the number of subjects which the States have got and the subjects which can be dealt with by the Centre—is growing more unitary in the development of the country. That is a natural process, I submit, and we have nothing to apologise for it. The aim of this Parliament should be to make the Constitution more unitary than it is today. Then only we can develop our economy properly.

If, for example, our Second Plan is not properly implemented because of the bottle-neck of transport, what are all the advantages of this Plan? As I submitted yesterday, I believe, if our national highways are properly maintained and gradually extended, the gap in the capacity of the railways to lift goods and passengers can be covered by surface transport. Of course, the Ministry is also satisfied on that and, if they are, my submission is that they must go all out to encourage and develop surface transport.

Shri Ramachandra Reddi or somebody, I do not exactly remember, has said that our national highways compared to the extent of the country is very limited and we should not hesitate in extending the national highways. Sir, money spent on national highways is money well spent, because that will help our developing economy.

One difficulty that the surface transport now feels, or one of the limitations for development, is want of bridges and culverts. As some previous speakers have already pointed out, the motor vehicles or the diesel vehicles that are now using our roads are far far more heavier than they were five years ago. Therefore, unless our roads and bridges are strengthened and the culverts are strengthened and newly built, we will not be able to take advantage of the surface transport.

So, as I submitted earlier, any amount of money spent on the highways will only mean the development of our country and therefore we need not hesitate to spend large sums on the highways. We have carried out the first Plan and we are on the eve of the second Plan. We will have several Plans like the present. If the problem of transport, consistent with the modest development of the first Plan, still continues as a problem, then I would say that it would be a much bigger bottle-neck in our future Plans also. But we can solve the problem by means of the highways through the development of surface transport.

I wholeheartedly welcome the Bill and give my blessings to the Ministry of Transport. I hope they will take courage in both hands and go ahead with the development of surface transport.

Mr. Chairman: We have already taken more than the time allotted. I have extended it by half an hour. If the House agrees, we may close the discussion and I may call upon the hon. Minister to reply.

Shri Bansal (Jhajjar-Rewari): You may give five minutes for each hon. Member now.

Shri Ramachandra Reddi: We have saved some time in the discussion on the Motor Vehicles (Amendment) Bill.

Mr. Chairman: I shall give five minutes to each Member, hereafter, Shri Bansal may now speak.

Shri Bansal: I join my friends in congratulating the hon. Minister of Railways and Transport for having brought forward this Bill. I am glad that this Bill has come in the wake of the other Bill that we discussed the other day, namely, the Motor Vehicles (Amendment) Bill. I do not have much to say to make except to put one or two questions and to offer one or two ideas.

One suggestion is this. I would invite the attention of the Minister to the fact that there is no bridge on the highway No. 24 near Garhmukhteshwar with the result that during the rainy season particularly, when the Ganges is in floods, one has necessarily to go *via* the railway. One has to put the car or truck in a railway wagon and then transport it to the other side which means a great loss of time. Even normally, the people have to put their vehicles in ferries to go over to the other side. I would, therefore, suggest that top priority should be given for the construction of the road bridge at Garhmukhteshwar.

Shri Alagesan: We have already started work on it.

Shri Bansal: Thank you.

My second suggestion would be in line with what Shri Raghunath Singh said, namely, that we must have as many roads, leading upto the frontier, as possible. But I would differ from him inasmuch as he said that we must have a line parallel to the frontier. In fact, I am of the view that we must have a sort of prongs leading to the frontier. I would suggest, in this connection, an important road which should be converted into a national highway. That is a road leading to the Himalayas right up from Moradabad. This road leads up particularly to Almora and Champawat.

As far as Rajputana is concerned, we have really no national highway there, except the one which goes to Ajmer. My suggestion would be that we must certainly link up Delhi with Bikaner either *viz* Rewari or Jhajjar. That will be a very important highway and the sooner the work is undertaken, the better.

Then, I would make another suggestion which is perhaps a minor one. When we travel by the various national highways, we find that on some roads there are trees on both sides and on some others there are no trees at all. I would like to know from the Transport Minister as to whose responsibility it is to plant trees on both sides of the roads. Trees not only make the roads cooler but they will also, in my opinion, enhance the life of the roads, because the roads do not get very much heated during summer if there are beautiful, big avenues along them.

I would support the suggestion for forcibly made by Shri Raghunath Singh and another hon. Member, namely, that the road leading from Delhi to Kanpur must certainly be made into a national highway. I have seen the biggest amount of traffic on the road from Delhi to Kanpur *via* Aligarh. Whenever I have travelled along this road, I have found that really this road is the most crowded and busy one. The sooner it is developed into a national highway, the better for everyone concerned.

I think the Transport Minister himself has admitted that the railways will not be able to carry all the traffic that will be offered during the second Five Year Plan. Even according to their own calculations, about 20 to 30 per cent will have to be carried by some other means of transport. Therefore, the sooner we strengthen and enlarge our roads, the better for the nation, for traffic can be handed swiftly by the buses and the trucks. I have nothing more to say.

डा० सुरेश चन्द्र (औरंगाबाद) : मेरे पूर्ववक्ता माननीय सदस्यों ने इस बिल का महत्व पहले ही बता दिया है। यह एक

[डा० सुरेश चन्द्र]

तथ्य है कि हर एक देश ने, जिसने तरक्की की है, अपनी सड़कों को बहुत अच्छा बनाया है और उनकी बहुत डेवलपमेंट (विकास) की है। माल के यातायात के लिए भी और स्ट्रैटेजिक पोयंट आफ व्यू (सामरिक दृष्टिकोण) से भी हर एक देश ने अपनी सड़कों को डेवेलप किया है और उनको बेहतर बनाया है। इसलिए इस बिल का बहुत महत्व है। मुझे याद है कि जब हिटलर ने जर्मनी में पदार्पण किया था, उसने सबसे पहला काम यह किया था कि देश के एक कोने से दूसरे कोने तक अच्छी सड़कों का जाल बिछा दिया था। यह अलग बात है कि बाद में उसको उनकी वजह से नुक्सान भी हुआ जब अमरीकन आर्मी के टेक्स वहां आए, तो वे बहुत जल्दी और बहुत आसानी से देश के अन्दर तक पहुंच गए।

इस सम्बन्ध में मैं एक बात यह कहना चाहता हूं कि चालीसगांव से एक सड़क औरंगाबाद और एलोरा तक जाती है। वह एक पहाड़ में से गुजर कर आती है। उस पर काफी ट्रैफिक (यातायात) आता जाता है और वह दो घंटे का रास्ता है। मैं समझता हूं कि अगर यह रोड नैशनल हाईवेज (राष्ट्रीय राजपथ) में शामिल कर ली जाय, तो एलोरा को जाने वाले टूरिस्ट ट्रैफ़िक (पर्यटन यातायात) को बहुत सहायता मिलेगी। मेरा सुझाव है कि चालीसगांव से हटनूर, आउटरम घाट, एलोरा और औरंगाबाद तक जाने वाले चालीस मील के रास्ते को चौड़ा कर दिया जाय। इससे गांव के लोगों को बैलगाड़ियों में सामान लाने ले जाने में आसानी हो जायेगी।

इन शब्दों के साथ मैं मंत्री महोदय से दरख्वास्त करता हूं कि इस सड़क को भी नैशनल हाई वेज में शामिल कर लिया जाय।

Shri B. D. Pande (Almora Distt.—North-East): Mr. Chairman, everybody has had his say and the arguments which I wanted to put forward have been put forward by other hon. Members, and so I do not want to repeat them. But I have only one complaint. My road has not been mentioned. It is a very important road. Almost beginning from road No. 24, it goes up to Bareilley, Pilibhit, Tanakpur, Pithorgarh, Dharchula and then to Garbiang and Taklakot in Tibet. That road is the frontier road and it leads to Mansarover and Kailash. Trade and merchandise worth about Rs. 1 crore pass through that road and pilgrims from all over India and also from foreign countries pass through that important road. All our military and the police which have to guard to that road are stationed along that road. It is a frontier road and I come from the frontier constituency. As many as eight police stations are situated on that road, and the military police is guarding that road, and it uses that road. If there is any conflict,—God forbid—the Government may have to transport the troops along that road. It is a very important road. I hope this road will be included at least in the next Five Year Plan—it is not found in this Plan—and converted into a national highway. Those who go to the Himalayas for mountaineering purposes and hill-climbing pass through that road; Europeans also pass that way and therefore, it is a very important highway. The financing of the frontier roads is done by the Central Government. The Uttar Pradesh Government are not doing it. So, you have every right to nationalise that highway. That is the point I wanted to mention.

Shri Alagesan: I shall be failing in my duty if I do not say that I feel

really overwhelmed by the overwhelming support that the House has accorded to this Bill. I am particularly pleased at the blessings that I have received at the hands of my hon. friend Shri Matthen for carrying this Bill through its various stages.

Shri Bansal: That is discrimination.

An Hon. Member: He is representing the Pope here!

Shri Alagesan: The actual task of developing an integrated system, as my hon. friend Shri Lingam put it, of national highways has been taken in hand much earlier. What we now ask the House to do is to place its seal of approval on what has been going on and recognise the existing state of affairs by statue. The need for such an integrated system of national highways has been foreseen long ago. The decision to select the roads that go by the name "provisional national highways" now and to develop them has been taken even before the first Five Year Plan began. But, I should say the progress in the development of this road system has been rather slow between 1947 and 1951.

During the first Five Year Plan, we really took a major step in developing the national highway system. What were the tasks confronting the Transport Ministry for the realisation of this ideal? There are a number of what are called missing road links. Though you see the line on the map, actually the road is not there. So, the first object of the Ministry was to construct these road links. Then, there were mighty rivers flowing from east to west, west to east and north to south. All these mighty rivers had to be bridged, because there were no bridges on rivers like Krishna, Godavari, Ganga, Mahanadi, Chambal etc. For instance, my friend has pointed out that there is no bridge at Garhmukhteshwar. All these major bridge-works had to be undertaken. Then, the attention of the House was drawn towards the necessity of improving the surface of the roads. The hon. Member over there and also Mr. Lingam pointed out that the so-called national highways were not up to the standard that was to be associated with a national highway. The improvement of the surface also had to be taken up. All these tasks have been, I should say, accomplished to a very great extent during the first Plan. I have got a small story here to tell, which has been told briefly in the first Five Year Plan book also. During the first Plan, we took up the construction of about 72 major bridges, and I am glad to say that 30 major bridge-works have been completed. The others are in progress.

During the second Five Year Plan, another 72 major bridges will be taken up and in the course of the five years, we propose to complete the work on 60 major bridges. Whatever is left over, will be carried to the third Five Year Plan. At the end of the second Plan, only work would not have commenced on the bridge across the Brahmaputra and another bridge across the Ganga. As far as the Brahmaputra bridge is concerned, we are investigating whether we can have a bridge or a tunnel underneath. It is new work, and the investigation is going on. With regard to the sitting of the bridge on the Ganga, it will be decided when the Faraka Barrage question is taken up and decided. Roughly, this will be the position at the end of the second Five Year Plan.

I would also like to say that at the end of the second Plan, we would have almost fulfilled the targets laid down in the Nagpur Plan. Whatever the Nagpur Plan has laid down with reference to State roads, hard surface roads, soft surface roads etc., we would have fulfilled by the end of the second Plan.

Shri Bansal: Will the target that no village will be more than 5 miles from the nearest district road also be achieved?

Shri Alagesan: By the end of the second Plan, we would have reached the position where no village would

[Shri Alagesan]

be more than 5 miles from the nearest district road. That ideal would be reached by the end of the second Five Year Plan. The only lacuna would be in the length of the national highways. It has been pointed out that the total length is only about 13,000 miles and that is much too less. I have no difficulty in agreeing to that proposition. I would like hon. Members to see the map supplied to them. There are thick red lines on the map representing the national highways across the country; I would like to cover this map with more such red lines and it would be a very happy day when we do it.

I should like hon. Members to look into the financial allotments that have been made for the development of the national highways. If I have to reach anything like the targets in the Nagpur Plan with regard to National Highways I should have at least Rs. 200 crores. But, what has been placed in my hand is only about Rs. 6 crores before the first Plan began and during the first Plan, the capital expenditure was Rs. 27 crores and odd. The allotment for the second Plan is only Rs. 55 crores. We wanted to take this figure as high as possible, but it was not possible to get more than that. It would be appreciated that if we are not extending the national highway system to cover other roads, it is simply due to the fact that the finances therefor are at present not available. I have got every sympathy with the pleadings of hon. Members that the roads mentioned by them individually in different parts of the country should also form part of the national highway system. But the difficulty is finance, and I hope that will be appreciated by the House.

4 P.M.

I should like to mention another important point. One of the important works that we have undertaken is the construction of the Banihal tunnel. This is a rather unique kind of work and when completed it will be one of the longest tunnels in the world. It will consist of two tubes each for oneway traffic and it will have to be lighted and ventilated. We do not have such tunnels in our country and it is expected that the first tube will be completed by the end of November or December and the other tube also will be completed by the end of 1958 or so. When this tunnel is completed we would have an all-weather road right up to our border near about Uri in Jammu and Kashmir State. Repeated reference was made about our border roads and about roads of strategic importance. There is no gainsaying the fact that these border roads, as Mr. Bansal has pointed out, which need not necessarily run parallel to our frontiers, should reach all strategic points. When this tunnel is completed, it will give an all weather road up to the border.

Regarding other border roads also though we have not taken direct liability on behalf of the Centre, we have made very generous grants to the various State Governments and the work of construction of border roads is going on.

Then I should like to say something about the portions of the national highways lying within municipal limits. It was stated that the municipalities would not be able to maintain these links and so they also should be included in the national highway system. I am not quite sure about the mileage within municipal limits but I am told that it would be more than about 600 miles. We have not been keeping quiet on this point also. We have addressed the various State Governments and informed them that we would be willing to take over the maintenance of these links running through municipal areas under certain conditions, the conditions being that there should be proper width and also parallel service roads should be maintained etc. As soon as we received the consent of all State Governments to these conditions we would be able to make

some progress in that direction. Already we have received the consent of several State Governments. We are awaiting replies from other State Governments.

My friend Mr. T. N. Singh mentioned a very important point, about the cess that comes out of the sale of diesel oil in this country. As he was pointing out, motor vehicles are being turned over more and more to diesel operation and petrol consumption is also to that extent going down. We are now getting 2½ annas, as I have pointed out, from the duty on petrol. Now, as it is, we are not getting anything from the duty that has been imposed on diesel oil. So we have taken up this question with the Finance Ministry that we should get our due from the sale of diesel oil. I hope that the support that is given to this aspect of the question by the House will also receive due consideration at the hands of that Ministry.

Another point was made regarding a clause in the Bill. We want to levy fees on the traffic that passes through highways. I am afraid the intention of the clause has been misunderstood by several hon. Members. In fact, we do not want any cess which really contributes towards hindering the free flow of traffic on our national highways. We have prevented the district boards and other local authorities from levying any tolls on our national highways. But as far as the municipal areas are concerned, Shri T. N. Singh has referred to the octroi and the terminal taxes that are being levied by the municipalities. This question has been gone into by the Taxation Enquiry Commission and we pressed our case that all these octroi and terminal taxes which operate as a sort of hindrance to the free flow of traffic on our national hinghways should be abolished. That was the stand that the Central Government took and this stand has been canvassed at various meetings of the Transport Advisory Council also. But, unfortunately, the Taxation Enquiry Commission could not agree with the stand that we took. I think they have calculated the income from the source to the various municipalities etc. at Rs. 11 crores or so and they did not feel bold enough to recommend that this source of income should be given up by the municipalities. We have taken up this question at the Transport Advisory Council and we are trying to minimise the rigour of this taxation as much as possible. But what is mentioned here is the levy of fees at a few places where a ferry is to be maintained; when an unbridged river is to be crossed a ferry has to be maintained. The fee that is proposed to be levied is to cover the maintenance of that ferry. It is for that purpose that it has been put in here. Then, we have to construct temporary bridges and maintain there at certain places, and the work of those bridges has to be recovered by means of these levies. As and when bridges are constructed, all these levies will go and there will be no hindrance to road traffic.

But in a case like the Banihal tunnel, we have to incur not only large capital expenditure—which we do not want to recover by means of this levy but also a large amount of expenditure has to be incurred for lighting the tunnel and for properly ventilating the tunnel. Naturally, the road traffic that makes use of the tunnel has to pay something towards the cost of its maintenance. It is to cover cases like that this provision has been put in and it is not for the purpose of making any source of income out of this levy.

Mention was made about the necessity for the construction of by-passes. As some hon. Member put it, we would like our national highways not to pass each and every municipal town, which means a lot of delay on account of the obstruction to free flow of traffic, but we would like to take them a little away from the municipal towns. Towards that end, we have been constructing by-passes and even in the next Plan about two to

[Shri Alagesan.]

three crores of rupees have been provided for the construction of these by-passes so that traffic will move more quickly.

Another point was raised regarding the provision of over-bridges whereever we have railway level-crossings. This has come up before the House over and over again and, as far as the national highways go, it is our purpose to provide over or under bridges wherever these railway level-crossings come in so that at least the traffic that passes on the national highways may flow uninterrupted.

4-8 P.M.

The question of various roads was canvassed here and naturally hon. Members were particular about the roads that lie in the areas from which they come. I can only say that I have every sympathy with that request.

[MR. SPEAKER *in the Chair*]

My friend, Shri Bhakt Darshan, is naturally very anxious that just like the Srinager-Uri road, the road to Badrinath, which is a famous pilgrim centre, should here and now be declared a national highway. Though we could not immediately take that step, we have done a lot to improve this road and we have already made a grant amounting to roughly Rs. 34 lakhs to the U.P. Government for the construction of the road from Srinagar to Kritinagar, Pipalkoti to Joshimath sections.

Shri T. N. Singh: Only Rs. 34 lakhs.

Shri Alagesan: This covers two-thirds of the entire expenditure. Only one-third the U. P. Government has to bear. I would like to give more, but there are other limitations.

Shri Bansal: He thinks this is too much.

Shri T. N. Singh: Why do you put words in my mouth?

Shri Alagesan: And we have given grants for the construction of bridges over the Alaknanda etc. When all the works that the U. P. Government has planned are completed with the aid of the grant that we are giving, we would have taken the road right up to Joshimath, and there will be only 20 miles left to Badrinath. Now people have to walk four days to reach Badrinath. They have to stop at a place called Pipalkoti and then walk. When these works are completed, the road will go up to Joshimath where Sankaracharya is supposed to have written his famous commentary, and the distance from there to Badrinath would be only 20 miles which can be covered within two days. So, I would like to request my friend to hold his soul in patience until better times dawn and we will be able to declare it as a national highway. We have also asked the U. P. Government to survey that portion from Joshimath to Badrinath. I am told it is a very difficult portion. I have seen it myself. It is all rocky and there will be need for a lot of blasting of rock etc., but we will be able to do something as soon as we receive the survey and investigation report from the U. P. Government.

Then the question of the West Coast road was mentioned by Shri Achuthan and also by my friend Shri M. D. Joshi. He compared the East Coast with the West Coast and felt dissatisfied that the West has neither the railway nor the national highway. It was a welcome change for me because we always compare the South and the North and people coming from the South have got a lot of grouse about their area being neglected. So, for once let there be a comparison between the East and the West. But even with regard to this road we had made a provision of one crore of rupees during the First Five Year Plan for giving aid to this road on the basis of fifty—fifty but I am sorry to say that both the Madras and the Bombay Governments who had to bear the other half

were not very energetic in pushing through the work on this road, and so only a small part of this expenditure could be incurred. The rest of the money could not be spent.

Shri M. D. Joshi: That is why we are pressing for a national highway.

Shri Alagesan: But I would like to inform my hon. friend that from the year 1955-56, that is from last year, we have taken the entire liability for the improvement of this road, the construction of all bridges and also for providing what is called one line carriage way throughout the length of the road, as my friend said, starting from Panvel in Bombay to Savantwadi, then to Kumta and then from there to Mangalore etc., up to the Travancore-Cochin border.

Shri M. D. Joshi: Thank you.

Shri Alagesan: So, this entire road has been programmed to be improved from cent per cent Central aid and I hope there will be progress in the Second Five Year Plan. Really there was not much progress in the First Plan, it is very unfortunate, but with the beginning of the Second Plan, I hope greater progress will be made with regard to this road.

Shri Achuthan referred to the Arur and Alwaye bridges. The Arur bridge construction has been sanctioned and let out on contract. This work is being executed through the Cochin Harbour authorities. The Periyar bridge construction has been sanctioned and has been entrusted to the Travancore-Cochin State P.W.D. They are doing the work of laying the foundations departmentally. So, I think the Travancore-Cochin State P. W. D. will also note the remarks that have been fallen from the hon. Member expedite this work as much as possible.

My friend Shri Sinhasan Singh referred to the Sarayu bridge. I do not know why he has changed the word "Sarayu" into "Sarju". He referred to the construction of a road-*cum*-rail bridge. The training works have been sanctioned. The bridge proper itself has to be sited. The railways were consulted in the matter and they are considering whether they can also participate in the construction of this bridge so that we can have a road-*cum*-rail bridge. As soon as the railways investigate this question and agree to participate in the construction of this bridge, there will be a road-*cum*-rail bridge on the Sarayu river.

Shri Bansal: Where is this?

Shri Alagesan: Near Gorakhpur. Shri Sinhasan Singh has asked for it. So, you can very well imagine it should be somewhere near about Gorakhpur.

Then there was a lot of pleading for what is called the Grand Trunk Road. Several Members including Shri Shibbanlal Saksena, Shri Mishra and also perhaps Shri Bansal and Shri Raghunath Singh, all these hon. Members pleaded for that. I should like to say this with reference to that question. Owing to limitation of funds it was decided to have only two more or less parallel national highways between Delhi and Kanpur, one south of the Yamuna and the other north of the river. On the north there are two roads, one the old G. T. Road another *via* Moradabad, Bareilly and Lucknow. The latter was preferred as it meant opening out an undeveloped area and as the other road, namely the G. T. Road, ran very close to the route south of the river and also was running close to the railway line. This was the reason why the Grand Trunk Road which was perhaps of great strategic importance in Moghul times could not be included in the national highway system.

Another point was made with regard to the words that have been put in a clause, namely, "whether demarcated or not." Shri U. M. Trivedi raised that point and said this will cause harassment to people owning land in both sides of the road. As it is, you are aware that we do not have fencing up to the limit of

[Shri Alagesan]

the national highway. This will only mean land that has been acquired for the purpose of he national highway and which is shown in the records of the various P. W. Ds., and I do not think there will be any harassment caused to any of those people owing land on both sides.

Shri R. D. Misra: This fact should be cleared in the law that all that land which is recorded as Government property shall be treated as such.

Shri Alagesan: I am advised that that is very clearly brought out and no confusion would arise from that factor.

Then I should like to say something about the Agartala-Assam Road about which reference was made.

Shri B. Y. Reddy (Karimnagar): What about other roads which have not been referred to?

Shri Alagesan: The approved financial outlay on road development during the Second Five Year Plan is Rs. 304 lakhs for Tripura. Against this provision, works estimated to cost Rs. 424 lakhs would be undertaken, including works carried over from the First Plan. It is proposed to undertake the formation of 78 miles of new roads, metalling of 167 miles of existing roads, blacktopping of 112 miles of the Assam-Agartala road, and the construction of 80 miles of village roads. About 1,180 running feet of bridge work would also be completed during the Second Five Year Plan period. This picture will show that Tripura has been very well taken care of. I know that the PWD there has to be further strengthened. It has already been strengthened, but if there is any need for further strengthening it, that can be done. When all these works are carried out, I have no doubt that Tripura would have been well served by a network of roads.

Shri Biren Dutt: Why should it not be included in the Scheduled right now, because it has been pending for a long time?

Shri Alagesan: I have already answered the point why we could not take more roads under the national highway system. I have already met that point, and explained why it is not possible just now to add to the mileage of national highways.

In the meanwhile, we are taking good care of all these roads which might later on form part of the national highway system.

Mr. Speaker: The question is:

> "That the Bill to provide for the declaration of certain highways to be national highways and for matters connected therewith be taken into consideration".

The motion was adopted.

Clause 2— (*Declaration of certain highways to be national highways*)

Shri Shree Narayan Das (Darbhanga Central): Under clause 2, provision is going to be made for the future declaration of highways of national importance. There is also provision to the effect that such declaration can be made through notification by Government, as and when Government come to a decision. Such notification will be placed before both Houses of Parliament, and if Parliament thinks fit, it can modify the notifications.

I would like to point out in this connection that the right to declare a highway to be a national highway is the right of Parliament. So, when Government come to a decision that certain highways are to be declared as of national importance, they should bring forward a resolution for that purpose before the House, so that the House can have an opportunity to discuss the resolution and suggest modifications, if necessary. Only after such a resolution is passed should the highways referred to therein be declared to be of national

importance, under Entry 23 in List I of the Seventh Schedule of the Constitution.

If the notifications are laid on the Table of the House, after they are published in the Gazette, then this House will not get an opportunity to discuss the matter. Government will decide everything, and there will be no chance to suggest amendments; even for the party, it will be difficult to suggest modifications, for it is thought as if Government are going to be censured and so on. Therefore, whenever Government decide that certain highways are to be declared as of national importance, they should come forward with a resolution before the House, so that the House could have an opportunity to discuss it and suggest amendments, if necessary. Government should consider the amendments or the suggestions of the hon. Members and in the light of those suggestions, the resolution may be passed. Only after such passing, should the declaration come into effect.

Therefore, I would suggest that this provision should be amended. Although I have not tabled any amendment, yet I would suggest that the provision should be modified so as to provide that the whole thing can be finalised only after the passing of the resolution.

Pandit Thakur Das Bhargava (Gurgaon): Under Entry 23 in List I of the Seventh Schedule to the Constitution, it is the right of Parliament to declare whether such and such a highway is of national importance or not. Therefore, that the Central Government should, without consulting Parliament, declare a highway to be of national importance, does not seem to be right. The Central Government cannot do it just by bringing forward a resolution. The position should be as in the case of the archeological monuments formerly, where Parliament had the prerogative to declare such and such a monument to be of national importance. Similarly, in this case also, it is the prerogative of Parliament to declare that such and such a highway is of national importance. The Entry in the List will not be satisfied unless Parliament had a say in the matter. I would request Government to consider that Parliament should in some way be associated with the declaration, for otherwise, there will be no declaration by Parliament.

Mr. Speaker: Entry 23 reads:

> "Highways declared by or under law made by Parliament to be national highways."

The law that Parliament is making is that the Central Government may include it by a notification. It is as good a law made by Parliament as any other law. If a highway is declared to be a national highway under this procedure, how is it different from the other highways?

Pandit Thakur Das Bhargava: You would remember that in this matter, we even changed our Constitution. So far as the archaeological monuments were concerned, previously, it was the Parliament that could declare, but subsequently we changed the provision in such a way that by notification by Government, it could be done. But here, it is Parliament that has to do the declaration by itself or under a specific law whereby declaration is made. If you want to change it ultimately, here also, it is a different matter. But as things stand, today, it is the prerogative of Parliament to make the declaration. But we find that Parliament is nowhere in the picture.

Mr. Speaker: Then, it need not be even by resolution. The language here is 'by or under law made by Parliament.' But if what the hon. Member says is accepted, then every time, a Bill has to be introduced.

Pandit Thakur Das Bhargava: That is the interpretation.

Mr. Speaker: But can that power not be delegated to Government to declare it by notification? That is also under a law made by Parliament.

Shri Alagesan: I have only to say that hon. Members should look at this from a more practical point of view. All that this clause does is that it gives powers either to add to the national highways or to omit certain roads from the national highway system.

One may very well understand that there will not be many omissions. But a few stretches may be abandoned, or a few links or by-paths may be constructed. If I have to accept my hon. friend's contention, then, even if I have to construct a by-path and abandon two furlongs of national highway, I have to come before Parliament. Similarly, before adding 10 miles of road—it may be a diversion—which may have been found necessary—I have to come before Parliament.

So, viewing it from a more practical point of view, it will be conceded that it is better to provide for additions to or omissions from the national highways by means of notifications.

This is not the first time this has been followed. My hon. friend cited the case of the Education Ministry. But I understand that that Ministry is also contemplating to withdraw that power from Parliament so that they could make the declaration by notification. So, I do not think there is any purpose in having a complicated procedure for adding to the national highway system.

I think the clause may stand as it is.

Shri Ramachandra Reddi: Arising out of the explanation given by the Minister, I would like to seek a further clarification.

In sub-clause (3) of clause 2, it is stated:

> "The Central Government may, by like notification, omit any highway from the Schedule..."

Does this contemplate completely taking away a highway from the Schedule, that is to say, a distance of about hundred miles or so also? Or does it mean only a portion of the highways?

Shri Alagesan: I think I have just replied to that point.

Shri Ramachandra Reddi: I wanted a further clarification about it.

Shri Shree Narayan Das: The question of omission of a national highway from the list is very important. That also requires the consent of the House. If the Government decides and then publishes it by notification in the gazette and then Parliament discusses it, that is nothing.

Shri Alegesan: If you look at clause 10, Parliament has got sufficient power. It says that it shall be subject to such modifications as Parliament may make during the session in which it is so laid or the session immediately following.

Mr. Speaker: The question is:

> "That clause 2 stand part of the Bill".

The motion was adopted.

Clause 2 was added to the Bill.

Mr. Speaker: Then we take up clause 3. There are amendments Nos. 1, 2, 10, 11, 12, and 13.

Shri Alagesan: They are not moving these amendments.

Mr. Speaker: These amendments are not moved.

The question is:

> "That clause 3 stand part of the Bill".

The motion was adopted.

Clause 3 was added to the Bill.

Clauses 4, 5 and 6 were added to the Bill.

Clause 7.—(*Fees for services etc.*)

Amendments made;

Page 2, line 32,
for "or services" *substitute* "for services".

[*Shri Alagesan*]

Mr. Speaker: The question is:

> "That clause 7, as amended, stand part of the Bill".

The motion was adopted.

Clause 7, as amended, was added to the Bill.

Clause 8 was added to the Bill.

Mr. Speaker: Now we come to clause 9. Shri Bhakt Darshan is not moving amendment No. 3.

The question is:

"That clauses 9 and 10 stand part of the Bill".

The motion was adopted.

Clause 9 and 10 were added to the Bill.

The Schedule

Shri Shree Narayan Das: We have given notice of some amendments to the Schedule. I will move them if you permit.

Mr. Speaker: Let me dispose of the amendments tabled by Government first—that is, amendments Nos. 6 and 7.

Shri Alagesan: I beg to move:

Pages 4 to 6—

for "Serial No." *substitute*:

"*Serial No.*	*National Highway No.*
1	1
2	1A
3	2
4	3
5	4
6	5
7	6
8	7
9	8
10	8A
11	8B
12	9
13	10
14	22
15	24
16	25
17	26
18	27
19	28
20	28A
21	29
22	30
23	31
24	31A
25	33
26	34
27	35
28	37
29	38
30	39
31	40
32	42
33	43
34	45
35	46
36	47
37	47A
38	49
39	50".

The provisional National Highways have been given numbers. You will find that there are gaps. Certain numbers are not there. These numbers were given in pre-partition India, and the missing numbers refer to roads that lie now in Pakistan. All the works etc., have been sanctioned and are being executed on the basis of these numbers.

Mr. Speaker: What is 1A? Here there is no 1A or 2A or 28A.

Shri Alagesan: 1A has to be read against serial No. 2—the highway connecting Jullundur, Madhopur, Jammu, Banihal, Srinagar, Baramula and Uri.

Shri R. D. Misra: Why not give new numbers? There are some missing numbers. When these roads are not here in our country, why should the old numbers be repeated now? When you are putting it in the legislation, why not give new numbers?

Shri Alagesan: It is a pity that the hon. Member was not listening when I was explaining the background of this amendment.

These numbers have been there for a long time and all the works are accounted for in this way: job so and so on so and so national highway All these things have been proceeding on the basis of the national highway numbers given under the column 'national highway number'.

[Shri Alagesan]

Now, the missing numbers relate to roads that lie in Pakistan. These numbers were originally given in 1947. They applied to pre-partition India as a whole. But now, the missing numbers refer to roads that have gone to the other country. So the other numbers have been given. The serial numbers have been given with reference to the Bill and the national highway numbers are as being observed now; these have also been given so that there may not be confusion. It is not only in the Roads Wing that record is kept on this basis but the Finance Ministry, Auditor General and others are all proceeding on the basis of the old numbers. So it is very necessary, if we are not to cause confusion with reference to accounting etc., that the old numbers be retained. It is for that purpose that this amendment has been moved.

Shri R. D. Misra: They are substituting serial numbers for the national highway numbers. Instead of that they can move that the old highway numbers shall be such and such new numbers.

If it is done in that way, the accounts people also will not object.

Mr. Speaker: I am afraid he is making a mistake.

Both the serial number and the corresponding national highway number are there. The serial number is not taken away. By the side of the serial number, the national highway number is also given. Therefore, if it is merely substitution of the serial number, we will be clinging to something which has to be taken with some lacuna. The accounts are all maintained on the basis of the old numbers, although some of those roads have gone to Pakistan. This is only to facilitate accounting.

The question is:

Pages 4 to 6—

for "Serial No." *substitute:*

"Serial No.	*National Highway No.*
1	1
2	1A
3	2
4	3
5	4
6	5
7	6
8	7
9	8
10	8A
11	8B
12	9
13	10
14	22
15	24
16	25
17	26
18	27
19	28
20	28A
21	29
22	30
23	31
24	31A
25	33
26	34
27	35
28	37
29	38
30	39
31	40
32	42
33	43
34	45
35	46
36	47
37	47A
38	49
39	50".

The motion was adopted.

Shri Alagesan: I beg to move:

Page 5, item 28—

for "Jorahat" *substitute* "Jorabat".

This is also a printers' mistake.

Shri U. M. Trivedi: For "Jorabat" *substitute* "Jorahat".

Shri Alagesan: No, do not confuse me further.

Mr. Speaker: In item 28 this is mentioned as 'Jorahat'.

Shri U. M. Trivedi: It is correct.

Mr. Speaker: This relates to the highway starting from its junction near Goalpara with the highway specified in serial No. 23 and connecting Gauhati, Jorahat, Kamargaon, Makum and Saikhoa Ghat. The amendment says that for 'Jorahat', substitute 'Jorabat'. Some hon. Member who comes from that area will kindly answer whether this is correct.

Shri K. K. Basu: 'Jorahat' is a well known place. But I do not know whether there is any other place called 'Jorabat'.

Shri L. Jogeswar Singh: 'Jorahat' is correct.

Pandit Thakur Das Bhargava: There are some mistakes here somewhere it is written 'Jorahat'; somewhere else it is written 'Jorabat'.

Mr. Speaker: Hon. Members will kindly refer to item No. 28 where 'Jorahat' is mentioned. It says "The highway starting from its junction near Goalpara with the highway specified in serial No. 23 and connecting Gauhati, Jorahat, Kamargaon, Makum and Saikhoa Ghat".

Shri L. Jogeswar Singh: That is Jorahat, connecting these two areas.

Pandit Thakur Das Bhargava: In item 31 it is Jorabat; probably he wants that it should be Jorahat.

Mr. Speaker: What has the hon. Minister to say?

Shri Alagesan: I am advised to stick to my amendment, Sir.

Mr. Speaker: The other highway will be leading from Jorabat if there is no existing highway there.

Dr. Rama Rao (Kakinada): There are two hon. Members from that area and they say that Jorahat is correct.

Shri Lal Bahadur Shastri: Both the places are there on that highway, Jorabat and Jorahat. The amendment moved by the Deputy Minister is to substitute 'Jorabat' for 'Jorahat'.

Mr. Speaker: Is the hon. Member Shri Jogeswar Singh aware that there is no village as Jorabat?

Shri L. Jogeswar Singh: This highway comes from Gauhati and goes to Jorahat. That is the position.

Mr. Speaker: What about Jorabat?

Shri L. Jogeswar Singh: I have not heard, Sir. I do not know; between Gauhati and Shillong there might be Jorabat that I am not sure of.

Shri Lal Bahadur Shastri: We are not aware of other places on that national highway. But I am informed that there are two places called Jorabat and Jorahat, both of them on the same national highway. Jorabat comes before Kamargaon while Jorahat comes after Kamargaon. Anyhow, it seems our information is correct. Therefore, we stick to the amendment.

Mr. Speaker: The question is:

Page 5, item 28—

for "Jorahat" *substitute* "Jorabat".

The motion was adopted.

Mr. Speaker: The question is:

"That the Schedule as amended, stand part of the Bill."

The motion was adopted.

The Schedule, as amended, was added to the Bill.

Clause 1, *the Enacting Formula and the Title were added to the Bill.*

Shri Alagesan: I beg to move:

"That the Bill, as amended, be pased."

Mr. Speaker: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

MOTIONS RE. DISPLACED PERSONS (COMPENSATION AND REHABILITATION) RULES.

Mr. Speaker: The House will now take up consideration of the motions relating to the modification of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955, for which 3 hours have been allotted.

Is Pandit Thakur Das Bhargava moving his motions?

Pandit Thakur Das Bhargava (Gurgaon): May I submit this for your consideration? Since the hon. Minister wants to substitute a rule—there was a previous rule passed by this House and he wants to substitute another rule for that rule—let us know what are his reasons. Without knowing those reasons how can we, from our own brains, evolve those reasons and begin to speak on them? It is just likely that the hon. Minister may carry conviction to the House. I would request you just to ask the hon. Minister kindly to explain the reasons for which he wants to substitute this new rule before you call upon me.

The Minister of Legal Affairs (Shri Pataskar): Though I am not the Minister in charge of this, I would like to point out this. I find that this rule relates to some calculations in respect of a joint Hindu family. If I can hear the hon. Member who has objection to the modification proposed, I might advise the hon. Minister in charge as to what should be done or whether it should be amended at all.

Pandit Thakur Das Bhargava: I am not going to argue with the hon. Minister who is not in charge of the Bill. I want to know the reasons. If he carries conviction with the House, we may not object.

Mr. Speaker: The hon. Minister of Rehabilitation.

Shri K. K. Basu (Diamond Harbour): The rules have already been in force for some time; why not you work them out?

पुनर्वास मंत्री (श्री मेहर चन्द खन्ना): जनाबे सदर, पिछले साल सितम्बर के महीने में जो हमारे कंपेंसेशन (प्रतिकर) के रूल्स हैं वह इस हाउस में पास हुए थे। उसके मुताबिक बहुत से कंसेशन दिये गए थे। एक कंसेशन (रियायत) जो दिया गया था वह हिन्दू खान्दान मुश्तर्का के मुताल्लिक भी था।

Dr. Rama Rao (Kakinada): May I point out to the hon. Minister that we would also like to know the reasons why the hon. Minister wants to change the rule?

Shri Mehr Chand Khanna: I am coming to that.

श्री वी० घ० देशपांडे (गुना): वह मुश्तर्का नहीं समझते हैं। आप हिन्दी बोलिये।

Mr. Speaker: The hon. Member wants that the Minister may speak in Hindi.

श्री मेहर चन्द खन्ना: मैं हिन्दी बोलने की कोशिश करूंगा।

तो उस वक्त यह फैसला हुआ था कि अगर हो सके तो जो ज्वायंट हिन्दू फैमिलीज (संयुक्त हिन्दू परिवार) हैं उनको कुछ न कुछ कंसेशन (रियायत) दे दिया जाये। क्लेम जो हमने मंगवाये यह वह प्रापर्टी के लिये थे और उस

प्रापर्टी के लिये एक स्केल मुबर्रर होना था उसके मुताबिक क्लेम मिलने थे। सन् १९५४ में जो इंटेरिम कंपेंसेशन स्कीम (अन्तरिम क्षतिपूर्ति योजना) चलाई गई थी उसके नीचे यह नहीं था कि अगर पाकिस्तान में एक बाप है, दो बेटे हैं, तीन भाई हैं तो उनको कुछ ज्यादा मिलेगा। उनका जो क्लेम था उस क्लेम के मुताबिक इंटेरिम कंपेंसेशन स्कीम के नीचे ५०,००० रु० तक की सीलिंग (अन्तिम सीमा) थी और ८,००० रु० तक नकद था। यह कहीं भी नहीं था कि अगर उसके दो या तीन बेटे हैं, या एक या दो भाई हैं तो उनको फालतू रुपया मिलेगा। हमारे सामने यह सवाल आया कि यह किसी हद तक अन्याय है और खास कर उन लोगों के लिये जो कि बड़ी बड़ी जायदाद छोड़ कर आये हैं। इस तरह से उनको बहुत कम मिलेगा क्योंकि इंटेरिम कंपेंसेशन स्कीम में सिर्फ ५०,००० रु० की लिमिट थी। मैंने सोचा कि कुछ न कुछ रियायत करनी चाहिये और उस रियायत के लिये हमने रूल १९ बनाया, जिस रूल में यह साफ तौर पर वाजेह किया गया है:

"19 (2) Where a joint family consists of—

(a) two or three members entitled to claim partition, the compensation payable to such family shall be computed by dividing the verified claim into two equal shares and calculating the compensation separately on each such share;"

(बी) के नीचे फोर और मोर मेम्बर्स हैं। लेकिन आगे एक फैसला किया गया है वह यह है कि कौन एक्स्क्लूड (अपवर्जित) होगा :

"Provided that in the case referred to in clause (a) none of the members and in the case referred to in clause (b), none of the minimum number of four members—

(i) is less than 18 years of age; or

(ii) is lineally descended from another member or along with another member is lineally descended from any other living member....."

तो हमने यह दो चीजें की थीं। एक तो यह कि जो नाबालिग है यानी १८ बरस से कम है दूसरा जो लीनियल डिसेंडेंट है। अगर बाप जिन्दा है और उसका एक बेटा है या दो हैं तो हमारे मुताबिक उसको कुछ फालतू नहीं मिल सकता था। लेकिन अगर एक बाप मर चुका है और उसके दो बेटे हैं तो हमने फैसला किया कि उनको दो शेयर देंगे और अगर चार से ज्यादा हैं तो उनको तीन शेयर देंगे। तो जो बड़े-बड़े खानदान वहां से आए हैं और १८ लाख के नीचे हैं या १८ लाख तक जिनके क्लेम हैं उनके बारे में हमने यह फैसला किया कि बजाय ५०,००० रुपये के दो लाख तक दे दिया जाए। मेरे भाई अचित राम जी इस के खिलाफ थे। उनका कहना था कि यह हमें सोशलिस्टिक पैटर्न आफ सोसाइटी (समाज की समाजवादी व्यवस्था) की तरफ नहीं ले जाता है और उन्होंने कहा था कि किसी को तो आप दो लाख दें और किसी को बहुत ही कम। लेकिन हमने यह फैसला किया कि अगर दो भाई हैं और उनकी जायदाद ३६ लाख रुपये की है तो हम बजाय ५०,००० की लिमिट के हम उनको बजाय दो लाख की लिमिट के चार लाख देंगे और दोनों भाइयों को हम दो दो लाख दें देंगे। फिर हम आगे चले। अगर चार भाई हैं और ५४ लाख से ज्यादा की जायदाद है, हमारे पास बहुत से आदमी ऐसे हैं जिनका क्लेम ५०-५० लाख और एक-एक करोड़ है

[श्री मेहर चन्द खन्ना]

या इससे भी ज्यादा है, तो हमने यह फैसला किया कि उनके तीन हिस्से बना देंगे और उनको छः लाख तक दे देंगे। यह हमारा ही फैसला नहीं था बल्कि इस हाउस का फैसला था। बल्कि यह भी हुआ था कि चूंकि हम तीन हिस्से कर रहे थे तो यह कहा गया कि कैश लिमिट जो ८,००० की है वह भी दो हिस्सों पर १६,००० और तीन हिस्सों पर २४,००० की हो जाए। अब जब हमने इस पर अमल दरामद करना शुरू किया तो वे भाई जो कि मेरे साथ सहमत थे उन्होंने कुछ एतराज उठाया। उन्होंने कहा कि यह करो कि जो भाई हैं उनके केस में अगर पहले भाई के दो बेटे हैं तो उनके दो हिस्से कर दो और दूसरा भाई अगर जिन्दा है और आगे उसके तीन बेटे हैं तो उनको फिर एक और तीन मिला कर चार करके उनके तीन हिस्से कर दो और एक, दो या तीन हैं तो उनके दो हिस्से कर दो। मैंने कहा कि रूल में यह साफ वाजया है कि जो लीनियली डिसेंडेंट है और माइनर (अवयस्क) है हम उसको कंसिडर नहीं कर सकते। इसी के आधार पर मने इंस्ट्रक्शंस (अनुदेश) भी ईशू कर दीं। मैंने ला मिनिस्टरी (विधि मंत्रालय) से भी सलाह ली और फाइनेंस मिनिस्टरी (वित्त मंत्रालय) के साथ भी बात की और दोनों ने ही मुझे कहा कि जो तुम्हारे रूल हैं उनमें किसी किस्म की लीगल एम्बीगुअटी (विधि सम्बन्धी संदिग्धता) नहीं है। मुझे बताया गया है कि जो तुम्हारी इंटेंशन (इच्छा) है वह बिल्कुल साफ है। लेकिन हमने चाहा कि इसको वजाहत के साथ आपके सामने रख दिया जाए। तो मैं हाउस को यह कहना चाहता हूं कि जो आपका फैसला है वही अब भी कायम है और हम उसको बदल नहीं रहे हैं। हम तो यही चाहते हैं कि उस फैसले को साफ अलफाज में रख दिया जाए। एक कदम हम और आगे बढ़ें। वह कदम यह है कि मान लीजिये कि तीन भाइयों में से एक भाई मर चुका है और दो भाई जिन्दा हैं। जो भाई मर चुका है, मुम्किन है उसके नाबालिग बच्चे हों और बेवा भी हो। अब हमारे सामने सवाल आया कि तुम उसके लिए क्या करोगे। तो मैंने जो एमेंडमेंट (संशोधन) पेश की है उसमें यह चीज भी रख दी है कि वह जो तीसरा भाई मर चुका है चाहे उसकी बेवा है चाहे उसके नाबालिग बच्चे हैं उस फैमिली को भी हम एक यूनिट मानेंगे For purposes of computing of compensation. और हम उनको एक या दो या तीन यूनिट जसे भी बनेंगे वह बनायेंगे। तो यह जो एमेन्डमेन्ट है वह एक क्लेरिफिकेशन है और इस मुद्दे के साथ मैं इसे आपके सामने रखता हूं। तो इसका मतलब यह हुआ कि एक तो हम आगे कदम बढ़ाना चाहते हैं और दूसरे जो यह कहा जाता है कि तुम्हारी गलती है, उस को मैं साफ करना चाहता हूं और बताना चाहता हूं कि गलती कोई नहीं है। जो लीगल पोजीशन '(विधि सम्बन्धी स्थिति)' है वह बिल्कुल साफ है और हम उसको साफ अलफाज में ला रहे हैं। मैंने कोई नई चीज नहीं की है पहले भी लीनियल डिसेंडेंड (क्रमागत सन्तति) एक्सक्ल्यूडिड (अपवर्जित) है और १८ बरस के नीचे जो है वह भी एक्सक्ल्यूडिड है। अब भी कोई ऐसी चीज नहीं की जा रही है जिससे कि पता लगे कि उनको हम शामिल कर रहे हैं।

शुरू में एक बात की थी और वह यह कि हमने यह फैसला किया था कि एक फैमिली जो १४ या १५ अगस्त १९४७ को पाकिस्तान में थी और मुम्किन है उस वक्त उसके १०, ११ या १२ बरस तक के बच्चे हों और अब

उसे हिन्दुस्तान में आए हुए सात आठ बरस हो चुके हैं तो क्या कम्पलैक्शन या केरेक्टर उस फैमली का लें, १४–१५ अगस्त १९४७ को लें या किसी और तारीख में । तो वहां भी हमने एडवांसमेंट (प्रगति) की है और एक खास तारीख २६ या २७ सितम्बर मुकर्रर की है। मेरे एक दोस्त ने एक एमेंडमेंट दी है और कहा है कि कोई खास तारीख मुकर्रर न करो। अगर कोई तारीख मुकर्रर न हो तो इसका मतलब यह होगा कि लोग १८ बरस की उम्र के होते जायेंगे और जैसे-जैसे वे बढ़ते जायेंगे वैसे-वैसे हिस्से भी बढ़ते जाएंगे। तो साहब इस चीज को तो नहीं माना जा सकता और हमें कहीं न कहीं तो डेफिनिट (निश्चित) होना ही है। जब मैं उनकी तकरीर सुनूंगा तो मैं जवाब भी दूंगा और यह जाहिर करूंगा कि हमने इस कम्पेसेशन स्कीम में कितने कहां कंसेशन दिए हैं और हमने क्या क्या एडवांसमैंट (प्रगति) की है । पंडित ठाकुर दास भार्गव जी ने एमेंडमेंट (संशोधन) तो दे दी है लेकिन उसका क्या असर होगा, यह जान लेना भी जरूरी है । फर्ज कीजिये कि आपकी एमेंडमेंट मान ली जाती है और हाउस को अख्तियार है कि वह उसे मान ले । जब क्लेम वेरिफाई (सत्यापित) किए गए उसमें तो जो क्लेम देने वाला था वह कर्ता हो, चाहे फैमिली कोलेटरल (संपार्श्विक) थी, क्लेम दे दिए। उस क्लेम में न तो बच्चों की उम्र का कोई जिक्र है और न ही बच्चों के नाम दिए हुए हैं। अगर आज उनकी यह एमेंडमेंट मान ली जाए कि जो लीनियल डिसेंडेंट है पहले बाप के दो बेटे हैं, उनके दो हिस्से करने पड़ेंगे, फिर कोई बड़े दिवान साहब हों मेरी तरह से बड़े धनाढ्य, बड़े पैसे छोड़ कर आए हों, उसके आगे जो बेटे हैं उनके हिस्से बनाने पड़ेंगे और इसी तरह से और काम करना पड़ेगा । तो चार पांच लाख क्लेम मेरे पास हैं और हर क्लेम को मुझे नए सिरे से खोलना पड़ेगा और हर एक क्लेम को देखना पड़ेगा कि फलां साहब के कितने बच्चे हैं और फलां साहब के कितने हैं। जिस कम्पेंसेशन स्कीम को आज हम चला रहे हैं, उसमें हम कुछ आगे बढ़े हैं और कुछ काम हुआ है। अब अगर यह मान लिया जाए तो तमाम स्कीम बन्द हो जाएगी और हम को नए सिरे से देखना पड़ेगा। इस भाई के कितने बेटे हैं, उनकी जब पाकिस्तान से आए थ तो क्या उम्र थी और जब क्लेम दिया तो क्या उम्र थी और आज क्या उम्र है और एक-एक फैमिली के कितने मैम्बर हैं और हर एक का हमें हिसाब देखना पड़ेगा। इस सबका नतीजा यह होगा कि जो भी स्कीम है वह वहीं की वहीं पड़ी रह जाएगी । तो यह नहीं हो सकता है। इसका कारण यह भी है कि हमने कम्पेंसेशन स्कीम को कोरिलेट (सम्बद्ध) किया है प्रापर्टी के साथ, एसेट्स (आस्तियों) के साथ। हमारे पास इस वक्त कोई पांच लाख के करीब क्लेमेंट हैं और हमारे पास कोई १८५ करोड़ रुपये की जायदाद है। हमने कंसेशन आफटर कंसेशन भी इस स्कीम में दिए हैं । पहला कंसेशन एक स्टेज पर दिया, दूसरा दूसरी स्टेज पर और तीसरा तीसरी स्टेज पर । तो अगर हम तमाम फाइनेंशल इम्पलीकेशंस (वित्तीय तात्पर्य) को देखें तो मेरा खयाल है कि यह कम्पेंसेशन पूल और ज्यादा बरडंस को सह नहीं सकेगा और मुमकिन है कि कभी न कभी किसी के सामने मुझे हाथ फैलाने पड़ें और किसी की सहायता मांगनी पड़े। लेकिन अगर आप यह चीज करते हैं कि दो लाख का क्लेम अगर किसी का हुआ और उसको ४०,००० रुपये मिलने हैं लेकिन आप इस प्रोसेस से जिसके एक दो भाई हैं, पहले भाई के तीन बेटे हैं, बढ़ाकर बजाय ४०,००० से आप ६०,०००

[श्री मेहर चन्द खन्ना]

या ७०,००० दिलाना चाहते हैं तो मैं यह कह सकता हूं कि इस स्कीम में उनको यह नहीं मिल सकता है। नतीजा यह होगा कि आपको कम्पैन्सेशन स्कीम को सस्पेंड करना पड़ेगा और तमाम स्केल को रिवाइज करना पड़ेगा और देखना पड़ेगा कि जिस स्केल के मुताबिक आपने यह चीज की है, उसकी फाइनेन्शियल इम्पलीकेशन्ज क्या हैं। मैं अर्ज करना चाहता हूं कि हमारा मोटिव (अभिप्राय) साफ है, सिन्सीयर (सद्भावपूर्ण है, स्ट्रेटफार्वर्ड (सीधा) और आनेस्ट (सत्यनिष्ठ) है। हम कोई ऐसी बात नहीं कर रहे हैं, जो कि गलत हो। हम वही कर रहे हैं, जो कि हाउस ने पहले मन्जूर किया है। लेकिन अगर पंडित ठाकुर दास भार्गव के अमेंडमेंट को, जिसका जिक्र श्री डी० सी० शर्मा ने भी किया है, मन्जूर किया जाता है, तो कम से कम मौजूदा हालात में बहुत सी फ़ाइनेन्शियल और एडमिनिस्ट्रेटिव (प्रशासनिक डिफीकल्टीज (कठिनाइयां) आने का अन्देशा है। बाकी हाउस की मर्जी है। जब वक्त आयगा, तो मैं देखूंगा और फिर एडवाइस (परामर्श) करूंगा। इस वक्त पोजीशन यह है कि दो करोड़ रुपए हर महीने लोगों को बतौर कम्पैन्सेशन मिल रहा है। हमारा टारगेट उस रकम को तीन करोड़ रुपए तक ले जाने का है यानी कम से कम मेरा मुद्दा यह है कि दस लाख रुपए रोजाना अरबन (नागरिक) कम्पैन्सेशन (प्रतिकर) रेफयूजीज (शरणार्थियों) को मिले और अनकरीब ही मैं उसको पूरा करूंगा। इस अमेंडमेंट को मन्जूर करने का नतीजा यह होगा कि यह सब काम रुक जायगा। मैं अर्ज करना चाहता हूं कि यह हमारा मुद्दा था। ऐसी कोई बात नहीं है कि हमने रेफयूजीज को जो कुछ दिया है, उसको हम वापिस लेना चाहते हैं।

यहां पर मैं यह अर्ज कर दूं कि मैं रेफ्यूजीज के दर्द को ज्यादा जानता हूं। मुझे मालूम है कि इससे क्या फायदा होना है और क्या नुक्सान होना है। यह बात अलाहिदा है कि जब इन्सान मिनिस्टर की कुर्सी पर बैठ जाता है, तो उसको कई बातें सुननी पड़ती हैं, लेकिन अगर कोई गैर-रेफ्यूजी, जिसको यह मालूम नहीं कि शरणार्थी की तक्लीफात क्या होती हैं, किन हालात में वह यहां आया और किन हालात में उसने अयाम गुजारे हैं, यह कहे कि मेरी निस्बत उसको शरणार्थी से ज्यादा हमदर्दी है, तो मैं यह बात किसी भी हालत में मानने के लिए तैयार नहीं हूं। यह बात अलाहिदा है कि इन्सान किसी ख्याल से एक बात कहे, दूसरी कहे, तीसरी कहे—यह तो होता ही रहता है और यह तो होना है। हर एक मेम्बर का हक है जम्हूरियत में कि वह अपना नुक्ता-ए-नजर यहां पर रखे—फिर वह इस तरफ़ बैठा हो या उस तरफ़ मुझे उस पर कोई एतराज नहीं है, लेकिन मैं यह कभी भी एक्सेप्ट नहीं कर सकता और न ही करने के लिए तैयार हूं कि किसी भाई को शरणार्थी के साथ मुझ से ज्यादा हमदर्दी है।

श्री डी० च० शर्मा (होशियारपुर): आपके पास करने की ताकत है और हमारे पास सिर्फ बोलने की ताकत है, इसलिए हम बोलते हैं।

श्री मेहरचन्द खन्ना: अगर साहिबे सदर मुझे दो तीन मिनट और दें, तो मैं पोजीशन साफ कर दूं कि हमारे पास कितनी ताकत है और हमने क्या किया है।

पहले यहां इन्टैरिम कम्पेन्सेशन स्कीम (अन्तरिम प्रतिकर योजना) रायज थी और मैं ने २७ जून, १९५५ को फाइनल कम्पेन्सेशन स्कीम एनाउन्स (घोषणा)

की । उस स्कीम में हम ने क्या किया ? पहली बात तो हमने यह की कि जो भाई अगस्त १९५२ के बाद हिन्दुस्तान में आए थे और अन्डर दि एक्ट (अधिनियम अधीन) कोई कम्पेन्सेशन का क्लेम फाइल नहीं कर सकते थे, हमने उनको क्लेम फाइल करने की इजाजत दी और कहा कि हम उनको रीहैबिलिटेशन ग्रान्ट (पुनर्वास अनुदान) देंगे ।

दूसरी बात हमने यह की कि जो बहुत से भाई-बहिन हिन्दुस्तान में थे, जिनमें कुछ अनपढ़ थे, बेवायें थीं और यतीम बच्चे वगैरह थे, और इस लिए वक्त पर अपने क्लेम फाइल नहीं कर सके थे, उनको कानूनन कम्पेन्सेशन हासिल करने का कोई हक नहीं था। हमने अपनी फाइनल कम्पेन्सेशन स्कीम (अन्तिम प्रतिकर योजना) में इजाजत दी कि अगर उनके पास वैलिड प्रूफ (मान्य प्रमाण) हो, तो वह कम्पेन्सेशन क्लेम (प्रतिकर दावा) फाइल कर सकते हैं। हमारे श्री अचिंतराम और कुछ दूसरे भाइयों को बड़ा डर था कि लोग डाकुमेंटरी प्रूफ नहीं दे सकेंगे और बड़ा जुल्म हो जायगा । मैं आनरेबल मेम्बर की इत्तिला के लिए अर्ज करना चाहता हूं कि चालीस हजार लोगों ने रीहैबिलिटेशन ग्रान्ट के लिए दरख्वास्तें दी हैं। पहला नम्बर साढ़े चार लाख था और चालीस हजार और आदमियों ने एप्लीकेशन्ज दीं।

5 P.M.

Shri Gidwani (Thana): How many have been rejected?

Shri Mehr Chand Khanna: The time for rejection has not come yet. I say that forty thousand applications have been received and they are under consideration. They will be considered on merit and if we find that there is legitimate proof, they will be accepted. But, my friend must realise that out of fifty lakhs of dispaced persons who have come from West Pakistan, if you divide them into ten lakh families, nearly five lakhs have applied for lands under the rural scheme and more than five lakhs have applied under the urban scheme. Nearly, ten lakhs applications have been received under both the rural and urban schemes for the payment of compensation. I can assure my friend, Dr. Gidwani, that hardly any person has been left out and the implication is that practically every person who has come from Pakistan either owns urban property or rural property.

Shri Gidwani: How many non-claimants are there? There are forty or fifty per cent of this number—non-claimants.

श्री मेहर चन्द खन्ना : तीसरी बात मैंने यह की कि जो स्माल लैंड एलाटी थे, चाहे उन्होंने लैंड अलाटमेंट एक्सेप्ट नहीं की थी और चाहे उनकी लैंड कैन्सल हो गई थी, हमने उनको इजाजत दी कि वे रीहैबिलिटेशन ग्रान्ट के लिए एप्लाई कर सकते हैं। हमने फैसला किया था कि रूरल हाउसेज की प्राइस ५० परसेंट होगी, लेकिन हमने कहा कि हम उसको १०० परसेंट करेंगे, फुल रेट पर एक्सेप्ट करेंगे । हम और आगे बढ़े । पहले वैल्यू आफ स्टैंडर्ड एकड़ ३५० रुपए थी ।

Shri V. G. Deshpande: Are all these relevant to these rules?

Shri Mehr Chand Khanna: Yes, Sir; they are very relevant. Objection has been taken to the scheme and I want the hon. Members to refresh their memories a little.

Mr. Speaker: Objection has been raised to the more important one; the question was how this rule was necessitated. Emphasis should be on this. General rules relating to compensation are there but if concentration could be made on this, particular rule, that will be better.

Shri Mehr Chand Khanna: I have done so. Shri D. C. Sharma raised a point and I thought I should reply to that.

Mr. Speaker: That is unnecessary.

Pandit Thakur Das Bhargava: He has already said all he wanted to say; let him have his full say. In that case, we should be given an opportunity also to rebut what he said and what he says.

श्री मेहर चन्द खन्ना: मैं अर्ज़ कर रहा था कि स्टैंडर्ड एकड़ की कीमत ३५० रुपए थी। हमने उसको ४५० रुपए कर दिया। नान-क्लेमेन्ट्स को जायदाद खरीदने का कोई हक नहीं था। हमने उनको हक दिया कि वे क्लेमेंट्स की तरह इन्स्टालमेंट बेसिस पर जायदाद खरीद सकते हैं।

फिर सितम्बर, १९५५ में आपके सामने डिस्कशन के लिए रूल्ज आए और वह सैकंड स्टेज है। हमने एलाटमेंट (बंटन) की लिमिट (सीमा) को पांच हजार से बढ़ा कर दस हजार कर दिया। दुकानों को हमने लिमिट आफ़ एलाटेबिलिटी (बंटन) में शामिल किया, जब कि पहले वे शामिल नहीं थीं। उसकी लिमिट भी दस हजार कर दी।

पहले कैश कैटेगरीज (नकद सम्बन्धी श्रेणियां) सिर्फ दो चार पांच जुमरों पर लिमिटिड थीं—चाहे वह मेनटेनेन्स एलाउन्स (संधारण भत्ता) लेने वाले थे। और चाहे होम्ज (आश्रमों) और इन्फ़र्मरीज (अपाहज) में रहने वाले थे। हमने इन लोगों को कैश दिया—जो औरतें बाद-अजां विडो (विधवा) हुईं, कैन्सर के मरीज, जिन भाइयों की उम्र ६५ साल से ज्यादा है, वे स्टुडेंट्स (छात्र) जिनके अपने नाम पर क्लेम हैं और वे लोग, जो कि पागल हैं। हमने वह सितम्बर, १९५५ में किया। इस स्कीम के दौरान में भी हम आगे बढ़ते रहे। हमारे पास न कोई रिकार्ड था और न कोई फ़ाइल थी। यह मिनिस्ट्री ही आरजी है। हमारे सामने जो नया केस आया, हमने उसके बारे में फैसला किया। हमारे सामने जब डिजविन्ग केस (प्रतिकर योग्य मामले) आए, तो हमने और कन्सेशन्ज दीं। हमने यह फैसला किया कि जिन मां-बाप के बच्चे फारेन कन्ट्रीज (विदेश) में तालीम हासिल कर रहे हैं, उनको स्पेशल कैटेगरी (विशेष श्रेणी) दी जाय। हमने यह भी फैसला किया कि जिनके बच्चे किसी टैक्नालोजिकल इंस्टीच्यूट (औद्योगिक संस्था), मेडिकल कालिज, नेशनल डिफेन्स एकैडिमी (राष्ट्रीय प्रतिरक्षा अकादमी), पूना में पढ़ते हैं, उनको भी प्रायर्टी (प्राथमिकता) दी जाय। और सबसे बड़ी बात हमने यह की कि राजस्थान और अलवर में खासकर और दूसरी स्टेट्स में अमूमन उन भाइयों को, जिनको कि पंजाब की तरह एलाटमेंट नहीं हुआ था, चाहे वह क्वासी परमानेंट बेसिस (अर्द्ध स्थायी आधार) पर हो या परमानेंट बेसिस (स्थायी आधार) पर हो, यह रियायत दी है कि वे अपना रुपया चार बरस के बजाय १५ बरस में अदा करें। ऐसे लोगों का नम्बर ६०,००० के करीब है। हमने उनको यह भी इजाजत दी कि अगर उनके कोई पहले क्लेम थे जो कि रिजेक्ट (रद) हो चुके हैं, उनको भी हम कंसीडर करेंगे और उनके लिए भी उनको क्रेडिट देंगे हमने उनको फूड लोम्स के लिए रुपया दिया हुआ था जो करीब ३५ लाख था। हमने फैसला किया है कि हम उन गरीब भाइयों को यह भी माफ कर देंगे। तो मैं यह बतला रहा था कि हमसे जितना भी हो सका है हमने आगे बढ़ने की कोशिश की है। लेकिन आज हालत यह है कि मुझ से कहा जाता है कि साहब कम्पेन्सेशन नहीं मिल रहा है, लोगों को तकलीफ हो रही है, उनकी हालत बहुत बुरी है। आज हमारी हालत यह है कि आपके रूल पास हुए कोई दस या ११ महीने होते हैं। हमने इस वक्त तक यानी ३१ जुलाई सन् १९५६ तक एक लाख १७ हजार आदमियों को कम्पेनसेशन दिया है और वह रकम करीब ३५ करोड़ रुपये की है। लेकिन आप यह सुनकर हैरान होंगे कि कहा जाता है कि आप जुल्म करते हैं, लोगों से बकाया काटते हैं, उनको मकान बेचते हैं और किसी भाई को

कैश नहीं देते। लेकिन मैं आपको बतलाना चाहता हूं कि इस ३५ करोड़ में से २० या २२ करोड़ रुपया नकद है और बकाया जो है वह एडजस्टमेंट है और पांच या ६ करोड़ की बेची हुई जायदाद है। इसके अलावा हमने २०,६०० बहिन भाइयों को जमीन एलाट की है। यह जमीन पंजाब और पैप्सू की नहीं है। पंजाब और पेप्सू में तो हमने २,२०,००० बहिन-भाइयों को जमीन एलाट की है जो कि तकरीबन १६ या १७ लाख स्टेंडर्ड एकड़ है और जिसकी कीमत साढ़े चार सौ फी स्टैंडर्ड एकड़ के हिसाब से ७० या ७२ करोड़ बनती है। यह स्कीम १५ अगस्त को शुरू हुई थी और अभी दूसरा १५ अगस्त नहीं आया है। इस अर्से में हमने २,२०,००० लोगों को परमानेंट एलाटमेंट दिये हैं, जो कि १६ या १७ लाख स्टेंडर्ड एकड़ जमीन होती है और जिसकी कीमत ७० या ७२ करोड़ बनती है, एक लाख १७ हजार आदमियों को कम्पेन्सेशन दिया है और २०,६०० लोगों को जमीन दी है। इस वक्त तक हमने १०५ से ११० करोड़ के करीब कम्पेनसेशन अदा किया है। यह अलग बात है कि किसी के दिल में कुछ वाकयात हों, कुछ जज्बात हों, कुछ आयन्दा की तकलीफात हों, उनसे मेरा कोई ताल्लुक नहीं है। हर भाई को अख्तियार है कि वह जो चीज चाहे करे। आखिर मैं भी रिहैबिलिटेशन चाहता हूं, और भाई भी चाह सकते हैं। इसमें मैं क्या इन्कार कर सकता हूं। लेकिन यह मैं अर्ज करना चाहता हूं कि यह इस मिनिस्ट्री और इस गवर्नमेंट का रिकार्ड है कि इस गवर्नमेंट ने रिहैबिलिटेशन और रिलीफ के लिए सौ नहीं, दो सौ नहीं बल्कि तीन सौ करोड़ के करीब रुपया दिया है। मेरी मिनिस्ट्री का बजट आज ३३ करोड़ रुपया है जो करीब ५० या ५२ करोड़ के कम्पेनसेशन के बजट के अलावा है। गवर्नमेंट ने रिफ्यूजीज के साथ जो वायदे किये थे उनसे वह मुनहकरफ होने वाली नहीं है। अगर कोई चांद को हाथ से छिपाना चाहे तो वह नहीं छिप सकता, इसी तरह से अगर इस मिनिस्ट्री पर कोई दाग लगाना चाहे तो वह नहीं लगा सकता।

Mr. Speaker: We shall now take up the motions relating to modification of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955. Let there be no two discussions over this matter. Hon. Members who have tabled motions may move them now and speak.

Pandit Thakur Das Bhargava: I am moving both my motions and if you don't mind, Sir, Shri D. C. Sharma may also be allowed to move his motion so that all may be considered together.

Mr. Speaker: There is a joint motion in the name of both Pandit Thakur Das Bhargava and Shri D. C. Sharma, and there are some motions exclusively in the name of Pandit Thakur Das Bhargava.

Pandit Thakur Das Bhagava: The motions I gave notice of were all in my name. I would like to move all my motions.

Shri D. C. Sharma: I also would like to move my motion No. 4.

Pandit Thakur Das Bhargava: I beg to move:

> (i) 'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, the following amendment be made in sub-rule
>
> (2) of rule 19 of the Displaced Persons (Compensation and Rehabilitation) Rules 1955 as further amended by the Notification No. SRO 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, namely:
>
> *omit* "on the 26th September, 1955 (hereinafter referred to as the relevant date)".
>
> This House recommends to Rajya Sabha that Rajya Sabha do concur in the said resolution.'

[Pandit Thakur Dass Bhargava]

(ii) 'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, the following amendment be made in sub-rule (3) of rule 19 of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955 as further amended by the Notification No. SRO 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, namely:—

omit clause (a) (ii).

This House recommends to Rajya Sabha that Rajy Sabha do concur in the said resolution.'

(iii) 'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, the following amendment be made in sub-rule (3) of rule 19 of the Displaced Persons (Compensation and Rehabilitation Rules, 1955 as further amended by the Notification No. SRO 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, namely:—

omit clause (b).

This House recommends to Rajya Sabha that Rajya Sabha do concur in the said resolution.'

Shri D. C. Sharma: I beg to move:

'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, the following amendment be made in sub-rule (3) of rule 19 of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955, as further amended by the Notification No. SRO 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, namely:—

after clause (b), *insert*—

"(b) a person who on the relevant date was the mother of a deceased member of the Joint Family shall be included;"

This House recommends to Rajya Sabha that Rajya Sabha do concur in the said resolution.'

Pandit Thakur Das Bhargava: I beg to move:

(1) 'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, the following amendment be made in sub-rule (3) of rule 19 of the Displaced Persons (Compensation and Rehablitation) Rules, 1955, as further amended by the Notification No. SRO 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, namely:—

after clause (c), *add*—

"(d) where the deceased member has left no sons but only a widow such widow shall be regarded for the purposes of this rule as one member of the family."

This House recommends to Rajya Sabha that Rajya Sabha do concur in the said resolution.'

(ii) 'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, the following amendment be made in rule 19 of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955 as further amended by the Notification No. SRO. 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, namely:

after the Explanation, *add*:

"*Explanation II.*—For the purpose of this rule in the case of every undivided Hindu family governed by Mitakshara law a son or grandson and in the absence of sons and grandsons, the widow referred to above in this rule shall be deemed to be entitled to claim partition of the co-

parcenary property against his father or grand-father or other members of the family as the case may be notwithstanding any text of Hindu Law or custom to the contrary."

This House recommends to Rajya Sabha that Rajya Sabha do concur in the said resolution.'

(iii) 'This House resolves that in pursuance of sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, for the amendments to Rule 19 of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955 made by the Notification No. SRO 1161 dated the 30th April, 1956, laid on the Table on the 21st July, 1956, the following be substituted, namely:—

(1) In the proviso to sub-rule (2) of rule 19 for "that in the case referred to in clause (a) none of the members" substitute:

"that in the case referred to in clause (a) none of the minimum number of two members and in the case of these members of them"

(2) In the proviso to sub-rule 19, in part (i), after "is" insert "or are"

(3) After sub-rule (2A) of rule 19, insert:

"(2B) Where a deceased member of the joint family entitled to claim partition has left sons all of whom are less than 18 years of age such sons shall together be reckoned as one member of the family and where the deceased member has left no sons but only a widow such widow shall be regarded for the purposes of this rule, as one member of the family."

This House recommends to Rajya Sabha that Rajya Sabha do concur in the said resolution."

Mr. Speaker: Now, all these motions are before the House. May I have an idea as to who are all the hon. Members who would like to speak on this subject?

There are in all six Members. Has Bengal nothing to do with this?

Some Hon. Members: No, Sir.

Shrimati Renu Chakravartty (Basirhat): We will just listen and learn.

पंडित ठाकुर दास भार्गव : जनाब स्पीकर साहब, मिनिस्टर साहब ने इस तरह की बातें करके एक तरह से यह कोशिश की है कि इस सारे मामले पर smoke screen यानी पर्दा डाल दिया जाये। उन्होंने इस तरह से शुरू किया है कि मेरे डिपार्टमेंट (विभाग) ने यह किया और गवर्नमेंट (सरकार) ने यह किया और वह दुनिया को दिखलाना चाहत हैं कि हमने इतना काम कर दिया है और गो कि हमारा अमेंडमेंट गलत है फिर भी हमको वोट दे दो क्योंकि हमने बहुत कुछ किया है। यह एपरोच दुरस्त नहीं है इस तरह की बातें करके उन्होंने एक कंटेंशस (विवादास्पद) मामला हाउस के सामने रख दिया है जो कि इस वक्त आपके सामने जेर बहस नहीं है। यहां पर जेर बहस तो रूल्स हैं। लेकिन मेरे लायक दोस्त ने ऐसी बातें कह दी हैं कि अगर मुझे ६ घंटे का वक्त दिया जाये तो मैं इस डिपार्टमेंट की कलई खोल कर रख दूं। मैं आपको बतलाना चाहता हूं कि इस डिपार्टमेंट के बराबर इल्लीगल (अवैध) कोई दूसरा डिपार्टमेंट नहीं है। इस डिपार्टमेंट ने रिफ्यूजीज को फायदा पहुंचाने के बजाय ऐसी चीजें की हैं कि जिनसे हमको शर्म आती है और रिफ्यूजीज संतुष्ट नहीं हैं, यह कहना कि हमन सारे वायदे पूरे किये हैं गलत बात है। अगर मुझे वक्त दिया जाये तो मैं इन सारी बातों का जवाब दे सकता हूं।

[पंडित ठाकुर दास भार्गव]

लेकिन पेश्तर इसके कि मैं असली मसले पर आऊं मैं आपकी तवज्जह दो तीन बातों की तरफ दिलाना चाहता हूं। मेरे लायक दोस्त का कंटेंशन (विचार) यह है कि जो रूल हमने पास किया था हम उसको चेंज नहीं करना चाहते? असल में रूल १९ को जिसको हमने पास किया था उसको अपरूट करने की कोशिश की गयी है। यह कहना कि जो रूल अब हैं और जो पहले थे उनमें कोई फर्क नहीं है, उनका मतलब एक ही है। या झूठ को सच बतलाना यह ऐसी गलत बात है जैसे कि दिन को रात कहना। मुझे अफसोस है कि मुझे ऐसे सख्त अल्फाज इस्तैमाल करने पड़ रहे हैं। मैं इस बात को मानता हूं कि श्री खन्ना के दिल में रिफ्यूजीज के लिए दर्द है। मैंने इस बात से कभी इन्कार नहीं किया। लेकिन मैं इतना कहना चाहता हूं कि दफा १९ को न वह पहले समझे थे, न अब समझे हैं और न कभी समझेंगे। जो इतनी साफ चीज है उसके लिए वह कहते हैं कि जो रूल्स में पहले थी वही चीज अब भी है। ऐसा कहना तो किसी सच्ची बात को झुठलाने के बराबर है। और ऐसा कहना या करना किसी तरह वाजिब नहीं है।

जनाब वाला, मैं इस चीज पर भी आऊंगा और यह क्लेम करूंगा कि यहां पर हमारे ला मिनिस्टर (विधि-मंत्री) साहब बैठे हुए हैं और जनाब वाला इस हाउस के अन्दर सबसे बड़े कानूनदां हैं। मैं जनाब की खिदमत में अपील करूंगा कि आप उस सक्शन को पहले पढ़ लें जो कि पहले पास किया था और उसको भी पढ़ लें जो कि आज मिनिस्टर साहब रख रहे हैं। मैं आपके फैसले पर और लीगल अफेअर्स मिनिस्टर (विधि-कार्य-मंत्री) के फैसले पर इक्तफा करूंगा। मैं हर्गिज नहीं कहूंगा कि जो फैसला आपने किया है उसे मैं गलत समझता हूं।

इसके बाद मैं जनाब की इजाजत से उन चन्द बातों का जवाब दूंगा जो हमारे मिनिस्टर साहब ने कहीं। वह यह कहते हैं कि गवर्नमेंट ने बहुत काम किया है। किसको इन्कार है? मैं उन लोगों में से हूं जो हमेशा कहते रहे हैं कि जो कुछ हमारी गवर्नमेंट ने रिफ्यूजीज के वास्ते किया वह दुनिया की किसी गवर्नमेंट ने नहीं किया, और यह क्लेम बिल्कुल दुरुस्त है। लेकिन यह कहना कि जिस तरह से मिनिस्ट्री ने काम किया है, वह दुरुस्त था, यह मानने के लिये मैं तैयार नहीं हूं। इस मिनिस्ट्री ने जो कानून पास कराये न वह सब दुरस्त थे और न उन पर अमल करने में मिनिस्टरी ने ठीक काम किया। मैं यह बातें आज अर्ज नहीं कर रहा हूं, १२ सितम्बर ५५ को मैंने यह बात मिनिस्टर साहब की खिदमत में अर्ज की थी। मैंने बहुत सी बातें उस वक्त बतलाई थीं, लेकिन एक का भी जवाब हमारे खन्ना साहब ने नहीं दिया था। मेरे पास वक्त नहीं कि मैं सारी बातों को यहां दोहराऊं कि किस तरह मिनिस्ट्री ने अपने बनाये हुए कानून को भी तोड़ा। मैंने उस वक्त कहा था कि श्री जैन ने इस मामले में सिर्फ चोरी की, लेकिन खन्ना साहब तो हमारे ऊपर डाका मारते हैं। मैं खुले अल्फाज में कहूंगा कि जो कुछ मैंने उस वक्त कहा था वह बिल्कुल दुरुस्त है, मैं नहीं चाहता था कि मैं इस डिपार्टमेंट.....

Mr. Speaker: I am afraid those words do not seem to be parliamentary.

Pandit Thakur Das Bhargava: They are quite parliamentary. If you will look into the context, you will see that they are quite parliamentary. They

never objected to them then and in effect they have accepted them. They never replied to them.

Shri Ramchandra Reddi (Nellore): What is the English translation of it?

Mr. Speaker: One is, 'committed theft' and the other is 'committed dacoity'.

Pandit Thakur Das Bhargava: They are legal phrases. One has given more injury than the other. I make bold to say that so far as the sons and grandsons in a Hindu undibided family are concerned, with respect to their rights, nothing short of dacoity is taking place today in this House. I still maintain that; I will prove it to you. I will prove it to you to the extent of 100 per cent. What Shri Mehr Chand Khanna wants to do is nothing short of dacoity, even in respect of the rights of the sons and grandsons, in this House.

खन्ना साहब ने बहुत जोर से कहा कि उन्होंने ७२ करोड़ की जायदाद पंजाब वालों को दे दी, हमने इतने आदमियों को घरों में बसा दिया, हमने पांच हजार वाली जायदाद की जगह दस हजार की जायदाद allotable कर दी। मैं कहना चाहता हूं कि आपने ५,००० से ५,००१ नहीं किया, जब पब्लिक ने खूब झगड़ा किया, और यहां आ कर हाउस में हाय हाय मची तब आपने दस हजार की रकम बढ़ाई थी आप्त की। आपने कभी भी अपनी खुशी से ग्रेस के साथ कोई चीज नहीं की। जब धड़ा-धड़ एजिटेशन हुए, लोगों ने सत्याग्रह करना शुरू कर दिया, जब लालटेन, व मशाल लेकर मिनिस्टर साहब को रोशनी दिखाने सोम उनके घर गए तब आपने तरमीम कर दी। लेकिन मैं फिर भी आप को मुबारकबाद देता हूं कि आपने तरमीम तो की। जिस कदर आपने खिदमत की रिक्मूजीज की उसे मैं कम करके दिखाना नहीं चाहता मैं आप का भी मश्कूर हूं और आपके डिपार्टमेंट का भी मश्कूर हूं, लेकिन आप का यह क्लेम करना कि आपने इस तरह से सेवा की है, जिसकी आप शेखी बघारते हैं इस क्लेम को मैं मानने के लिये तैयार नहीं हूं।

अभी आपने जिक्र किया कि चन्द आदमियों को आपने जमीन दी है। इससे उनके साथ कोई खास रियायत नहीं हुई है। जरा मुलाहजा फरमाइये क्या रियायत की गई। Interim scheme के सुफे १ पर श्री अजीत प्रसाद ने जिक्र किया है कि एक लाख लोगों ने जमीन नहीं ली जो उनको allot हुई। ऐसे लोग आये थे जिन्हें चार एकड़ या उससे कम जमीन ऐलाट की गई। लेकिन चूंकि चार एकड़ बहुत कम जमीन होती है बहुत से आदमियों ने ली नहीं। ऐलाट तो कर दी गई, लेकिन लोगों ने कब्जा भी नहीं किया न बहुत सों को एलाटमेंट का पता लगा। बहुतों ने दरख्वास्तें दीं कि ऐलाटमेंट कैंसल कर दिया जायें क्योंकि चार एकड़ के ऐलाटमेंट का मतलब यह था कि अगर किसी का मकान दस हजार से कम का था तो आपके बनाये हुए कानून के मुताबिक उसको मुआवजे की दरख्वास्तें देने का हक नहीं था। नतीजा यह हुआ कि जिस को चार एकड़ एलाट हुई वह १० हजार की कीमत या इससे कम कीमत वाले मकान के मुआवजे से महरूम हो गया और चार एकड़ तो मिली ही नहीं हमने हजारों कोशिशें कीं चार एकड़ वालों को जिनको कुछ नहीं मिला उनके ऊपर आप मेहरबानी करें, उनकी फेहरिस्त निकलवाइये, उनके मकानों का क्लेम तो मुकर्रर कीजिये, लेकिन किसी एक के मकान का क्लेम नहीं लिया गया। Again it seem as if he threw out crumbs from his

[Pandit Thakur Das Bhargava]

table. यह एक रूल पेश कर दिया कि जिसके पास दो एकड़ से कम जमीन एलाट हुई है और उसको जमीन नहीं मिली, उसको हम थोड़ा सा मुआवजा दे देंगे। मैं पूछना चाहता हूं कि जिस आदमी को चार एकड़ जमीन नहीं मिली, या तीन एकड़ नहीं मिली उनके साथ क्या इन्साफ किया गया है, क्या उसूल है कि दो से कम एकड़ वाले को तो कुछ मुआवजा दें लेकिन तीन या चार एकड़ वाले को नहीं देंगे? ऐसी मिसालें मेरे पास मौजूद हैं जिनमें एक एकड़ के १० हिस्से एलाट होने चाहियें उनको वह भी न मिले तो भी १०,००० के मकान का मुआवजा नहीं दिया गया ऐसे आदमी को २५ रु० मुआवजा मिलेगा ४५० एकड़ के हिसाब से दो दिन तो दरख्वास्तें देने के लिये खर्च करें और दो तीन दिन रुपया लेने की कोशिश में गुजारें। २५ रु० लेने के लिये वह ५० रु० खर्च करें। यह आपने गरीब रिफ्यूजियों को मुआवजा देने का रूल बनाया है। डिपार्टमैन्ट ने one fine morning ६५०० क्लेम जमीन के एलाटमैन्ट बिना रिफ्यूजीज को बुलाये खारिज कर दिये। जमीन ऐलाट कर दी गई। क्लेम खारिज कर दिये हैं जमीन ऐलाट हो गई है, लेकिन सिर्फ कागजों पर ऐलाट हुई। एक क्लेम मैंने देखा जिस पर लिखा हुआ था 'अर्बन' और ऐसे ४०० क्लेम थे उनकी अदम मौजूदगी में सब रूरल करार देकर खारिज कर दिये गये। इस क्लेम के बारे में तो उसी तरह से हुआ है जैसे कि कहते हैं कि गैंडिया फेर दिया गया। क्लेम्स के बारे में इस तरह की चीजें हुई हैं। इस तरह की प्रथा रखी कि अगर एक आदमी के पास दस मकान हों एक लाख से ज्यादा के लेकिन उनमें कोई एक २०,००० से ज्यादा मालियत का न हो तो सारा क्लेम खारिज और मैं इसी तरह की बीसों बातें बता सकता हूं कि किस तरह की अंधेर गरदी की गई है—

Mr. Speaker: May I suggest that the hon. Member may first of all dispose of his amendments to the rules. Then he can enter upon a general discussion?

Pandit Thakur Das Bhargava: I shall obey.

Mr. Speaker: It is not a question of obeying.

Pandit Thakur Das Bhargava: I agree to your suggestion. The Minister made a tall claim. Of course, we are all beholden to him and his Ministry for what they have been able to do. But this sort of coming here and lecturing to us in the way he did is not proper or fair to this House. I know what the implications of his observations are. He says that he alone has the monopoly for all the sympathy towards the refugees and the sympathy of all those who have been working for the refugees is non-existing, they only talk specially those who are non-refugees.

Shri Mehr Chand Khanna: I never said that.

Pandit Thakur Das Bhargava: I know what he has said. The implication of what he said is that those who have given amendments need not be heard seriously. I take strong objection to that. We are all doing our best for the refugees. I am not a refugee, but I am trying my best to do good to the refugees, but then, I do not take any credit for myself for doing it as it is my duty to do so.

Mr. Speaker: From what I heard, I understood the hon. Minister to say that he himself is a refugee.

Pandit Thakur Das Bhargava: He is a refugee.

Mr. Speaker: I do not think he claimed anything more. He understands the difficulties of the refugees.

Pandit Thakur Das Bhargava: We know it all.

Shri Mehr Chand Khanna: I have no hesitation in repeating that I am a refugee. I know the woes and ills of the displaced persons.

Pandit Thakur Das Bhargava: Who denies it?

Shri Mehr Chand Khanna: To say that we are oblivious of the difficulties or the pangs and sufferings of the displaced persons is not correct. I said that I, as a refugee, am not prepared to accept that charge. That is what I said. I still maintain it.

Mr. Speaker: So, what the hon. Member said about the implication is perhaps an assumption, and that is what the hon. Minister assumes.

Pandit Thakur Das Bhargava: Let him assume. I shall come to the amendments now.

Mr. Speaker: Let the amendments be disposed of first. What is the point to dispute? I am not able to follow. What was the original rule, and how has it been modified now, and what is the amendment that is sought to be made?

Pandit Thakur Das Bhargava: I might point out, by way of prelude, what rule 19 says.

Mr. Speaker: What is rule 19?

Pandit Thakur Das Bhargava: Rule 19 reads as follows:

> Where a claim relates to property left by the members of an undivided Hindu family in West Pakistan (hereinafter referred to as "joint family") the following provisions shall apply—
>
> (1) where a joint family consists of—
>
> (a) two or three members entitled to claim partition, the compensation payable to such family shall be computed by dividing the verified claim into two equal shares and calculating the compensation separately on each such share;
>
> (b) four or more members entitled to claim partition, the compensation payable to such family shall be computed by dividing the verified claim into three equal shares and calculating the compensation separately on each such share:
>
> "Provided that in the case referred to in clause (a) none of the members and in the case referred to in clause (b), none of the minimum number of four members—
>
> (i) is less than 18 years of age—

Then there is a semicolon and after that there is the word "or"—

> (ii) is lineally descended from another member or along with another member is lineally descended from any other living member of the joint family not entitled to claim partition."

Then, there is a reference to compensation In the case of a joint family. I shall read Explanation II:

> "For the purposes of this rule, in the case of every Hindu undivided family governed by the Mitakshara law, a son shall be deemed to be entitled to claim partition of the co-parcenary property against his father or grand father, notwithstanding any custom to the contrary."

Before I go further, I beg of you to consider this matter from this point. In page 45 of the rules, the scale is given. If a person has got a verified claim of Rs. 4,000, he will be entitled to get a total of Rs. 2,164. But if a person has got a verified claim of Rs. 2,000, he gets Rs. 1,333. So, if a person has got a verified claim of Rs. 4,000 which is divided into two parts, instead of getting Rs. 2,164, he will get Rs. 2,666, which is two times

[Pandit Thakur Das Bhargava]

Rs. 1,333. Suppose he has got a claim of Rs. 8,000; he will get only Rs. 3,516. If this claim of Rs. 8,000 is divided into two parts of Rs. 4,000 each, the person will got twice as much as Rs. 2,164, i.e., he will get Rs. 4,328, which is much more. Similarly, if a claim of Rs. 18,000 is divided into three parts and if compensation is calculated on the basis of Rs. 6,000 each, it comes to a much higher figure. If you look below the heading "percentage" you will find that the percentage goes on decreasing as the amount of the claim increases. Also, if the claim is divided into two or three parts, he will get much more.

Mr. Speaker: The compensation will be less if the number of people is less.

Pandit Thakur Das Bhargava: In certain circumstances, an undivided Hindu family might get the benefit of this rule, if his claim is divided into two or three parts. Along with this, kindly read this rule.

With your permission, I will just give the circumstances which led to the evolution of this rule. When the Compensation Act, 1954, was on the anvil of this House, this House appointed a Select Committee with myself as the Chairman. In that Select Committee, the question cropped up that the joint family was much greater than an individual, and just as in the case of the Finance Act, namely, having different rules for income-tax, similarly we might give some sort of a concession to the joint Hindu family as opposed to an individual. At that time, Shri Ajit Prasad said that that question need not be pressed, as he would appoint a committee to decide it subsequently. When the Select Committee motion was before this House, Shrimati Sucheta Kripalani gave notice of a motion to this effect that each member of an undivided Hindu family should be treated as separate as if there was a natural partition, as in the Estate Duty Act or the Hindu Succession Act. When she gave notice of this amendment, Shri Ajit Prasad in reply said that he was not going to accept the amendment, but would do something on the lines of the Finance Act for income-tax by way of relief to the Joint Hindu Family. I stood up and said that I was not satisfied, because, after all, income-tax is a matter of getting money from the people, whereas here you are giving something by way of compensation, and therefore, the advantage to the joint Hindu family should be much more than what is given in the Income-tax Act. The discussion closed, and the amendment was not accepted. Then, a committee was appointed by hon. Shri Khanna. According to a particular section in the Act, an advisory board was to be appointed and the policy had to be decided by the Rehabilitation Department in consultation with that board. Hon. Shri Khannaji appointed some of us to the board with Doctor Bakshi Tek Chand Ji as the President. Myself, Shrimati Sucheta Kripalani and some others were members.

Shri Mehr Chand Khanna: The hon. Member is still in that committee.

Pandit Thakur Das Bhargava: Unfortunately I am still a member; it is only because I respected you very much, which you do not realise in your heart of hearts. But for my respect and very great regard for you, I must have resigned before long.

As far as the joint family is concerned, it is idle to contend that they are out for giving concessions. If you make rules for the joint family, there is no concession given; their claims stand on matters of justice. Where is the concession you are giving? "The whole is greater than the part" is an axiom of Euclid; it is not giving any sort of compensation. The Hindu joint family has not been treated fairly in regard to income tax for the last hundred years; it all depends upon the

times. If the times are better, the joint family which has been respected to an extent will get more. But the hon. Minister suggests as if he is responsible for manna dropping from the heaven for the joint Hindu family.

Shri Mehr Chand Khanna: What I said was that it was a distinct improvement on the interim scheme. That is what I said.

Pandit Thakur Das Bhargava: I have noted down your words. But, I accept what you say. I am not a man to say "no" to you.

Whatever the hon. Minister has done, he has done injustice to us. We all stood for it and so, justice was done in a very small measure. We accepted it and we still stand by it and we are not claiming more. After that board was appointed, it was at their suggestion that rule 19 was made. Now my friend's contention is that the whole work will be stopped; that heavens are bound to fall and no compensation will be paid hereafter there will be a stalemate if "sons and grandsons are also reckoned as members." In fact all these things were said even when we framed the rule. When we submitted the report, we referred to all these matters which are now being entreated. In spite of these objections the Board recommended that such rules be made and the Ministry accepted it and the House accepted the rule.

Shri Mehr Chand Khanna: Where is the difference?

Shri Thakur Das Bhargava: There is no difference between me and you; the only difference is in our intelligence.

Shri Mehr Chand Khanna: Read rule 19 and tell me the difference.

Pandit Thakur Das Bhargava: I am not so vain as to think that I know much more than you; but supposing for a moment I convince you that there is a world of difference, will you agree to withdraw this rule? To me the difference is absolutely clear and I can only say that none is so blind as those who would not see.

Mr. Speaker: I thought it was the function of the hon. Member to convince this House.

Pandit Thakur Das Bhargava: I am convincing the House and the hon Minister himself. Kindly see the words in rule 19. The words are there.

Mr. Speaker: What is the difference between the old and new rule? How does it affect it now? That is the main point for consideration.

Pandit Thakur Das Bhargava: Kindly see rule 19.

Mr. Speaker: I will put one question to the hon Minister. Originally some persons were not excluded. Persons who are excluded from the benefit of it would not be counted as members of the family, as I understand the amended rule. What will be the share in terms of a family whose total compensation claim is Rs. 4,000, Rs. 8,000 and Rs. 20,000? How much each man will get? Pandit Bhargava pointed out three cases where under the existing rule and the previous rule there will be difference. If Rs. 4,000 is divided by two, both will get Rs. 2,000. One shall get a smaller proportion. As the compensation amount increases, the percentage becomes less and, therefore, if it is divided, the sum total of those people who get that will increase. It will be much more than the total amount if it is only one. He feels that if exclusion takes place it would not benefit them.

Shri Mehr Chand Khanna: He may be asked to state who have been excluded now and who were not excluded before.

Mr. Speaker: If there is no difference then what is the need for this amendment. The question is put to Pandit Bhargava that he has to show what is the difference. Is it not open to the House to ask the hon. Minister that if there is no difference between the old and new rules whether this is merely for the purpose of phraseology? After all, we are not masters of English

[Mr. Speaker]

language. Why should this House's time be taken away for merely recasting a rule this way or that way? If something has happened about its interpretation and the court has interpreted it contrary to the intentions of the Government, it will have to be set right. Or, if in practice there is some difficulty and the Government now finds that there must be a change, then that is a different thing. If neither the one nor the other takes place, why should the time of the House be taken away like this? There is no substantial difference between the two.

Shri Pataskar: I have tried to understand it. I am not concerned with the merits of the scheme one way or the other.

Mr Speaker: What exactly is the difference?

Shri Pataskar: I was trying to find out what is the difference between the rule as it stands now and the rule as it is proposed to be amended in substance and on that point I really wanted to hear the objections of my hon. friend.....

Mr. Speaker: It is not a question of objection. The hon. Minister wants to bring out.....

Shri Pataskar: The difference is this:

Mr. Speaker: How does it make a difference?

Shri Pataskar: Let us concentrate on the amendment. There is a sub-rule (2). It remains as it is. There is no change made. Then, what is proposed to be done is to insert:

> "Notwithstanding anything contained in sub-rule (2), where a deceased member of a Joint Hindu Family has left sons all of whom are less than eighteen years of age, such sons shall, for the purpose of compensation be reckoned as one member of the family.'

That is, of course, a clarification or whatever you call it. The result of it will be this. It says: "Notwithstanding anything contained in sub-rule (2), where a deceased member of a Joint Hindu family has left sons *all of whom are less than eighteen years of age....*" Supposing there are two brothers in a joint Hindu family and one of them is dead and has left sons all of whom are less than 18 years—as you will find in rule 2, two or three members are entitled to claim partition and members who are less than 18 years of age are minors—what is sought to be done is—of course, whether it is justified or not, I am not going to argue—that all sons who are less than 18 years of age are taken as one member for the purpose of compensation. Even if there are three sons they will get only one share.

Pandit Thakur Das Bhargava: Only minor sons. So far as major sons are concerned, he has excluded them altogether. You also don't seem to understand. It is absolutely clear.

Shri Pataskar: I am hearing both the hon. Member and the hon. Minister. Both of them are familiar with the history of this. I think at least there is no fault with my understanding because, after all, I do not understand the problems as much as they know. I was trying to intervene and I am very anxious to hear the hon. Member because, as compared to the hon. Minister in charge, the hon. Member here is, I think, an eminent lawyer and I really could assure him that whatever be the lacuna in the drafting or in the language, apart from making the intention clear.....

Mr. Speaker: May I draw the attention of the hon. Minister to the rule as printed? There is this proviso (2) to rule 19. Rule 18 is common to them. I find in the new rule some persons are excluded. In the old rule, category (ii) is:

> "is lineally descended from another member or along with another member is lineally descended from any other living

member of the joint family *not entitled to claim* partition"

Now, in the new amended rule "not entitled to claim partition" has been changed into "entitled to claim partition". That is the amendment. If there is a woman or somebody's daughter, the son of that lady is not entitled to claim partition; the son's son—may be before the Sarda Act, she might have been married before the age of 18 and she might have had a son—is not entitled to claim partition. If a man has sons who are below the age of 18, they cannot be counted. Now "not" is sought to be removed in category (ii). That word does not find a place in the amended rule. Therefore, if there is a son, an adult son, in a joint Hindu family and the son and father are both alive, both are not treated as two members but treated as one member. That is the specific difference between the one and the other. Therefore, that makes a world of difference in this case.

Pandit Thakur Das Bhargava: May I add something more? Yesterday I spent six hours in finding out what difference it makes, and how the Finance Ministry also changed this rule. I will take some time to explain it.

Mr. Speaker: May I request the hon. Minister to enlighten us? If he really did not want to make any substantial difference, why not we restore "not" there?

Shri Pataskar: Where is the "not"? I have got a copy.

Mr. Speaker: In the printed rule, rule 19, sub-clause (2), in the proviso, in item (ii), the old rule says:

> "is lineally descended from another member or along with another member is lineally descended from any other living member of the joint family not entitled to claim partition".

Now the language is changed. The new rule says:

> "the following persons shall be excluded....."

That is the same as the previous one; no substantial variation. But in the old rule the wording is "member of the joint family *not entitled to claim partition*". In the new rule it is "member of the family *entitled to claim partition*". If there is no variation in substance of the rule, why not you retain the old rule?

Pandit Thakur Das Bhargava: May I take this.....

Mr. Speaker: Let them tell us the reason.

Pandit Thakur Das Bhargava: Under this rule 19, there are some persons in a joint family who are entitled to claim partition. There are others who are members of the joint family but who are not entitled to claim partition. Under this rule this distinction has been brought out. If you kindly see sub-section (2)(a) and (2)(b), there the words are "persons entitled to claim partition". The main point is that he wants to exclude the son. Suppose a person is alive and he has got five sons. Now he wants to treat them as one member and only entitled to 4,000 rupees whereas according to the old rule, if there is Rs. 4,000 and he has got five sons, that Rs. 4,000 will be divided into three parts. Now, by this amendment he wants to take away the right of the son and grandson and he wants to see that the son is totally excluded, whether he is a major son or a minor son when his father is alive. That is the substance of the main difference between the old and new rules.

Shri Mehr Chand Khanna: What was the original intention?

Pandit Thakur Das Bhargava: This is the original intention—much more than that. I will give you other instances. The intention is to be judged from the rule that you pass. The intention is not to be judged from what you now say was in your mind then.

Shri Mehr Chand Khanna: According to the rule that now stands without amendment, when the father was alive and the son was also alive, they were entitled to two shares.

Pandit Thakur Das Bhargava: Most certainly yes. If the son is more than 18, of course, they are entitled to two shares. That is exactly my submission, and there can be no other meaning so far as this rule is concerned. If there is some other meaning, I would sit at your feet and apologise. My friend is relying upon something else. He is relying upon the second proviso which he chooses to misinterpret. Kindly look into the history of the second proviso. There is a history behind it. As you know, from 1929 I have been trying to see that justice is done to the Joint Hindu family. When in 1949 when Shri Matthai was here.....

Shri Pataskar: Instead of any heated argument,.....

Pandit Thakur Das Bhargava: No heated argument.

Mr. Speaker: Well the hon. Member will kindly resume his seat.

Shri Pataskar: I would like to seek some clarification from the hon. Member so that I might understand the precise point. Now, rule 19 is like this—I am reading the old rule:

> "Provided that in the case referred to in clause (a).....

—that is two or three members entitled to claim partition etc.,—

> ".....none of the members and in the case referred to in clause (b), none of the minimum number of four members—"

There is no difficulty so far.

> "(i) is less than 18 years of age....."

So that the result is that if there is a minor in a joint family, then that minor is to be excluded.

Mr. Speaker: He will not be counted as a member.

Shri Pataskar: Yes. Let us understand one by one, so that we will understand the real difficulty. Then.

> "(ii) is lineally decended from another member....."

That means supposing there are three brothers and one brother has a son, in that family that son is a person who is lineally descended. So we do not include him.

Supposing there are three members and a son one of the brothers, according to Hindu law there are four members, but what is meant by this phraseology is that as the fourth is lineally descended from another member he shall not be counted.

> "(ii) is lineally descended from another member or along with another member is lineally descended from another living member of the joint family not entitled to claim partition."

That means, supposing instead of one son, one of these three brothers has got two sons, both of them naturally are lineally descended from another member, or one of them is lineally descended along with the other from the other member. Of course, the wording is not happy, but that apart, it means that both of them will be left out of account. I think that is the interpretation of clauses (i) and (ii). They are all retained as they are, and what is tried to be added is something different. Is there any difference?

Mr. Speaker: ..."Not".

Shri Pataskar: Is there any difference with respect to the interpretation of clauses (i) and (ii) as they exist? Is that what the hon. Member wants?

Mr. Speaker: "Not entitled to claim partition" and "entitled to claim partition". Here, in (ii) towards the end, "another living member of the joint family not entitled to claim partition". What is now sought to be made is "entitled to claim partition".

Shri Pataskar: This remains as it is.

Mr. Speaker: The hon. Minister will kindly look into the amended rule.

Pandit Thakur Das Bhargava: If you kindly allow me, I will remove his difficulty. I was submitting that there is a history behind these words

"not entitled to claim partition". Originally, in 1949 when I placed an amendment before the House, the amendment was quite different, and these words were not there—"not entitled to claim partition". The words were "entitled to a share on partition". The wife is also entitled to a share on partition, the mother is also entitled, the daughter is also entitled. When I suggested this amendment to the rules in 1949, I submitted for the consideration of the House that every son had got an indivisible right to property, and if he was more than 18 years age, he must be included. The point why we did not include a minor was because there would have been a discrimination in the case of the Muslims and Christians, whereas we would be allowing a Hindu father, if he had a son, to get the benefit of the Income-tax Act. So, we said, that only persons more than 18 years of age should be included, so that they may be earning members, and those below 18 years of age were excluded.

As regards the other exceptions, the provisions were quite different, and minors of a different branch could also be benefited under these provisions. But subsequently, in 1954, the provisions were changed by a Bill brought forward by Shri C. D. Deshmukh, and as a consequence of that Act, these words, namely 'not entitled to claim partition' were substituted. For, as I have submitted, a wife and a mother were both entitled to a share on partition, and, therefore, persons came up on the basis of the amendment I suggested and which Government accepted, to claim the benefit. In 1949, the words were 'entitled to a share on partition'.

On the basis of this, a person went to the Central Board of Revenue and said I have got a wife and a minor son, and, therefore, I am entitled to have the benefit', and the Central Board of Revenue had to allow his application. Thereupon, the difficulty was seen that as a matter of fact, the whole thing had been made wider than what we had wanted it to be. We had only wanted that persons who were coparceners, who were entitled to property on partition, should be treated as separate members, and not the wife, the daughter, the grandmother or the mother etc. So, in 1954, a Bill was brought in this House, and you, Sir, were presiding on that occasion.....

Mr. Speaker: Leaving alone the word 'not'....

Pandit Thakur Das Bhargava: There is no question of 'not'.....

Mr. Speaker: 'Not' has no meaning, and has crept in by inadvertence, I suppose.

Pandit Thakur Das Bhargava: No; it has come in because the Finance Ministry wanted to deprive the members of Hindu undivided family of an advantage when they were unawares. Up till 1954, these words were not there. I have got the Finance Act of 1951, here, with me, for instance. These present words of the 2nd exception were not there up till 1954. It is only after 1954 that these words were put in. In 1955 and 1956, they changed this rule. In the Finance Act of 1956, the wording is 'not entitled to claim partition'.

But yet the difficulty is there. Many persons do not know that there are many persons in the Hindu joint family, who are not entitled to claim partition, such as, for instance, the three classes mentioned here, namely illegitimate sons, and persons who are suffering from congenital lunacy or leprosy. Deaf, dumb, blind and others were also previously not entitled to inheritance or to claim partition.

Mr. Speaker: Does the hon. Member say that the words 'not entitled to claim partition' covers the earlier portion also?

Pandit Thakur Das Bhargava: Quite right. It covers both 'lineally descended' and 'along with another member'.

Mr. Speaker: Then, it will read 'lineally descended from another member or along with another member not entitled to claim partition'. Otherwise, if the words 'not entitled to claim partition' apply only to the latter portion....

Pandit Thakur Das Bhargava: It cannot possibly be so. I am giving the background to this which will show why it cannot be so. Kindly see the semi-colon and the word 'or' before the 2nd exception begins. Suppose one has got two adult sons, will he come under this? The second category will apply, only when he does not come in the first category.

Mr. Speaker: What will happen if the joint family consists only of brothers? The classification based on 18 years may apply to a case where there are only brothers constituting a joint family. Suppose there are two brothers in a joint family, and one is a minor; then, then family will be counted to be having only one member. So, the 18 years' classification may apply not necessarily to a case of father and son, but also to cases where all the adults are only brothers.

Pandit Thakur Das Bhargava: You are quite right.

Up till 1954, even minor members of a Hindu joint family were entitled to the benefit of this exception. But later on, this was modified in 1955, without any Act being brought forward. They modified it, and we do not know....

Mr. Speaker: It is the rule today.

Pandit Thakur Das Bhargava: It is the rule today. Under the rule also, we have got the words. So, I have got no quarrel with that, because it means that there are two classes of persons now, one class entitled to claim a partition, and the other not entitled to claim partition. Those who are not entitled to claim partitions are illegitimate sons, congenital lunatics etc. Even if the father is alive, those sons would not get anything. I am not pleading for them. My only case is that that person who comes under the previous rule, that is, before the word 'or' and the semi-colon, should not be disinherited and the sons and grandsons of a living father or grandfather should be counted as members if they are more than eighteen years of age. The rule which seeks to substitute the old rule disenfranchises them and excludes them from being reckoned separately. But now the right of that man *i.e.* adult son or adult grandson is sought to be taken away. I am submitting that there can be no submitting—that there can be no family—I can have no conception of a joint Hindu family—in which the son does not get his rights to property by birth. If that is true, then every son gets his right to property by birth. Then it will clearly mean that any person above 18 is entitled to get that right.

6 P.M.

A case came to me just two or three days ago. There is a father in Palwal. He has five adult sons. He tells me that whereas according to the previous rule, he will get his compensation divided into three shares and he will benefit to the extent of several thousand, now, he will get Rs. 9,000. Otherwise, he would get Rs. 12,000

Look at the amendment. He says: any person lineally descended, whose father is alive will be excluded. That is his amendment. And yet he has the temerity to claim that the meaning of both the rules is same. I will beg of you to kindly read.....

Mr. Speaker: The hon. Member may kindly continue tomorrow.

Shri Patasker: I find on reading clause 19(3)—leaving out sub-clause (1) and (2)—that it is not very happily worded. I should like to put in its place something which,

I think, will remove many of these differences.

Pandit Thakur Das Bhargava: I have no objection to go to the hon. Minister. There is no sense of prestige in me. We shall discuss it. I will come wherever he likes.

Mr. Speaker: May I make a suggestion to hon. Members. There are a number of items on the agenda tomorrow. If they want to have some time, we can put this off to a later period tomorrow and get along with other items on the agenda first.

Pandit Thakur Das Bhargava: I am entirely in your hands.

Mr. Speaker: How are hon. Members disposed towards this suggestion?

Shri Pataskar: I am prepared to discuss with hon. Members so as to have clarification. We will have a discussion tomorrow.

Mr. Speaker: Instead of taking up these rules straightway tomorrow morning soon after the Question Hour, shall we go to some other work and then come back to it? Then hon. Members will have time to talk over this matter. We can even have it day after tomorrow.

Shri Mehr Chand Khanna: That is a holiday.

Mr. Speaker: The next day.

Shri Mehr Chand Khanna: I have no objection.

Mr. Speaker: Let there be some time in between. We have enough other work.

Shri T. N. Singh (Banaras Distt.-East): We can take it up later as suits our convenience.

Mr. Speaker: Let it be put off now. We will discuss it on the 16th.

Shrimati Renu Chakravartty: But the Business Advisory Committee had put it down here for today.

Mr. Speaker: The Business Advisory Committee does not decide priority. It only allocates time. So far as this is concerned, if hon. Members want some time to think over it, we have other work sufficient to carry us through. This will stand over till the 16th and the other items on the Order Paper will be taken one after the other.

Shri Raghavachari (Penukonda): The Bihar and West Bengal (Transfer of Territories) Bill is coming up on the 16th.

Pandit Thakur Das Bhargava: Yes, he is right.

Shri Raghavachari: Let it be discussed on the 18th or 20th. What does it matter?

Mr. Speaker: There is no urgency over this matter. This may be taken up afterwards. Let hon. Members meet and discuss it.

Pandit Thakur Das Bhargava: So far, they have not given effect to it. They are guilty of contempt of this House. They have not complied with the rule so far. The rule has so far not been changed. Yet they have not given effect to it, issued circular contrary to the rule.

Mr. Speaker: This will stand over.

Shri Mehr Chand Khanna: I think Pandit Thakur Das Bhargava is unnecessarily making an aspersion with remarks which, I feel, are not called for.

Pandit Thakur Das Bhargava: They are perfectly called for. I will say something more about it when we meet again.

Mr. Speaker: We are at the close of the evening session, and we are dispersing. We may treat it as up to

[Mr. Speaker]

six O'clock. Whatever is said after that is as between friends outside this House. The House will stand adjourned till 11 A.M. tomorrow.

Shri Mehr Chand Khanna: When is it coming up?

Mr. Speaker: This will come up on some other day convenient to be notified.

6-05 P.M.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 14th August, 1956.